

Weekly Management Report

August 1, 2014

1. **Synopsis** – Transportation Commission Meeting of July 21, 2014 – Community Development Department
2. **Notice** – California High Speed Rail Authority, Notice of Preparation – City Manager
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5. **Memo** – Citizen Complaint at Alley North of Victory Boulevard at Buena Vista Street and at Brighton Street – Public Works Department
6. **Memo** – Izay Park and Verdugo Aquatic Facility Concession Stands – Parks, Recreation and Community Services Department
7. **Minutes** – Burbank Unified School District, Facilities Oversight Committee Meeting of July 9, 2014 – City Manager
8. **Synopsis** – Successor Agency Oversight Board Meeting of July 24, 2014 – Community Development Department
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10. **Synopsis** – Special Park, Recreation & Community Services Board Meeting of July 24, 2014 – Park, Recreation and Community Services Department
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12. **Report** – Weekly Library Report, July 30, 2014 – Library Services Department
13. **Notes** – City Notes, August 1, 2014 – City Manager

The first part of the paper discusses the importance of the study of the history of the English language. It is a branch of linguistics which deals with the changes in the language over time. The study of the history of the English language is important for many reasons. It helps us to understand the development of the language and the influence of other languages on it. It also helps us to understand the social and cultural changes that have shaped the language. The second part of the paper discusses the importance of the study of the history of the English language. It is a branch of linguistics which deals with the changes in the language over time. The study of the history of the English language is important for many reasons. It helps us to understand the development of the language and the influence of other languages on it. It also helps us to understand the social and cultural changes that have shaped the language.



CITY OF BURBANK
OFFICE OF THE CITY MANAGER
(818) 238-5800
FAX (818) 238-5804

DATE: August 1, 2014
TO: Honorable Mayor and City Council
FROM: Mark Scott, City Manager *MS*
SUBJECT: TRANSPORTATION COMMISSION MEETING – JULY 21, 2014

Attached are meeting notes from the Burbank Transportation Commission's recent meeting. There are two items of particular significance that I wish to highlight:

1. Update from California High Speed Rail Authority (CHSRA)

Michele Boehm, who is the Southern California Regional Manager for the California High Speed Rail Authority, provided the update. Among other topics, Ms. Boehm advised that the Notice of Preparation has been issued for the Draft Environmental Impact Report (DEIR) for the Palmdale to Los Angeles (or Palmdale to Burbank) segment. There is a tentative plan to hold a joint City Council/Commission workshop with CHSRA officials at our September 9, City Council meeting. I feel it is extremely important (a) that we get that update as soon as possible and (b) that future meetings with CHSRA staff be inclusive of the City Council. While these plans involve projects far into our future, decisions will be made shortly that are of significance to Burbank.

On Wednesday of this week, I met with Ms. Boehm at City Hall and reiterated my intention that City Council-level input be sought and received as soon as possible. She was very receptive of that input. In particular, I am interested in understanding the variety of station location options that may be considered. In Fresno, the City was allowed a great deal of influence into that decision, and we should expect no less in Burbank.

I also asked Ms. Boehm to provide us additional information on their consideration of high-speed rail technology/operational training facilities that they will eventually wish to locate somewhere on their system. This could have local significance, likely in conjunction with Southern California colleges.

2. Eco-Rapid Transit – I had not been aware that the Commission would be considering the Eco-Rapid Transit membership issue, so I was not present. The Commission voted 4-2 (with one abstention) to recommend against membership. I was not present to hear the rationale.

I am comfortable with whatever decision the City Council makes, but I remain of the opinion that sitting at the table for the dialogue (especially given that Glendale, Burbank Airport and Santa Clarita are members) is logical. I believe they are both informational and giant opportunities worth pursuing.

At the same time, I recently received a proposed Joint Power Agreement (JPA) from Eco-Rapid Transit. After reviewing it with Ms. Albano, I advised Mr. Kodama that I could not recommend signing it, as it still expressed intention to acquire and operate a rail line under the auspices of the Eco-Rapid Transit organization. He responded that the JPA is out of date and needs to reflect a different 2014 mission. I told him I will wait for the new JPA language before placing this on the City Council agenda for action.

memorandum

DATE: July 24, 2014

TO: Mark Scott, City Manager

FROM: Joy R. Forbes, Community Development Director 

SUBJECT: Transportation Commission Meeting – July 21, 2014

- The Commission appointed Ms. Burghdorf as the new chair and reappointed Ms. Diel as the vice-chair.
- Ms. Boehm from the California High Speed Rail Authority gave an update on the project including new plans to concentrate new efforts on building the system to the Burbank Airport as the first operating phase. She stated that the High Speed Rail Authority Board would consider breaking the Palmdale to Los Angeles segment into two project DEIRs at the September meeting: one from Palmdale to Burbank and one from Burbank to Los Angeles. A new Notice of Preparation / Notice of Intent is expected to go out in early August, with comments accepted through the end of August. She described the preferred track alignment from Palmdale to Burbank but also outlined a request by Supervisor Antonovich to bypass Santa Clarita and Acton by tunneling under the Angeles Forest. The Commission discussed issues related to Burbank as an interim terminus and electrification of Metrolink from Burbank to Union Station. The Commission reviewed and agreed with a matrix of project benefits, concerns, and questions identified by staff to discuss further with the City Council. A tentative joint meeting with the Commission and the City Council is scheduled for September 9.
- At the request of the City Council, the Commission reviewed material regarding the City joining the Eco-Rapid Transit Joint Powers Authority (JPA), including a memo prepared for Council by the City Manager, a memo from Eco-Rapid describing their organization, and a letter from the Authority to Mayor Gordon. As part of the discussion, Commissioner Dyson presented a memo to the Commission critical of Eco-Rapid and suggested that the Commission should recommend not joining the Agency. Michael Kodama, Eco-Rapid Executive Director, was asked to respond to some of the points described in the memo and also gave a brief history of the organization. Mr. Rifkin, staff to Eco-Rapid, described some of the benefits provided by the organization including assistance to City staff in contacting officials at Metro and other agencies, and securing grants, particularly the 1987 STURRA grant secured for the Bob Hope Airport. City staff briefly outlined situations where Eco-Rapid staff have been helpful in dealing with Caltrans. At the end of the discussion, Mr. Dyson moved that the

Commission recommend that Council continue to work through existing agencies, in particular the San Fernando Valley COG, to develop passenger transportation services that meet the City's needs, and to reject the proposal to become a member of the Eco-Rapid JPA; Ms. Diel seconded the motion. Ms. Diel, Mr. Dyson, Mr. Dickson and Mr. Ehrhardt voted to approve the motion; Chair Burghdorf and Ms. Robles voted against the motion; Mr. Hartz abstained. The motion carried 4-2-1.

- Staff gave a brief update on the Burbank Channel Bikeway Phase II project, including the Council's direction in June to study additional project alignments and alternatives. Staff indicated that the City received a 10-month extension of the Proposition 84 grant, allowing more time to complete this additional analysis, and that the project could come back to the Council sometime in the Fall.
- Staff noted that the MV contract for BurbankBus operations was extended by the City Council for one year at competitive hourly rates, and that the Commission and the Council would discuss declining BurbankBus ridership at a joint meeting.



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DATE: August 1, 2014

TO: Honorable Mayor and City Council

FROM: Mark Scott, City Manager *MS*

**SUBJECT: NOTICE OF PREPARATION – DRAFT ENVIRONMENTAL IMPACT
REPORT (DEIR) FROM CALIFORNIA HIGH SPEED RAIL
AUTHORITY (CHSRA) FOR THE BURBANK-PALMDALE ROUTE
SECTION**

Please see the attached Notice of Preparation (NOP) issued this week by the California High Speed Rail Authority. You will note that they are revising earlier plans to assess the entire Palmdale-Los Angeles segment. They are now doing an initial DEIR for only the Burbank-Palmdale section.

As indicated in the previous memo in this Weekly Management Report, staff has tentatively scheduled a joint City Council-Transportation Commission workshop with CHSRA officials for September 9, 2014.

Again, it is critical that the City be an active participant in this process.

SCH No. _____

NOTICE OF PREPARATION

FROM: Frank Vacca
Chief Program Manager
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

SUBJECT: Notice of Preparation of a Project Environmental Impact Report /
Environmental Impact Statement for the California High-Speed Rail System
Burbank to Los Angeles Section

BOARD MEMBERS

Dan Richard

Thomas Richards

Jim Hartnett

Richard Frank

Patrick
W. Henning, Sr.Katherine
Perez-Estolano

Michael Rossi

Lynn Schenk

Thea Selby

Jeff Morales

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Rail (HSR) System, is **amending the existing 2007 Notice of Preparation (NOP) for the Palmdale to Los Angeles section and will prepare an Environmental Impact Report (EIR) for the Burbank to Los Angeles Section of the Authority's proposed HSR System (proposed project) (Refer to Exhibit 1, more details below).** In March 2007, the Authority and Federal Railroad Administration (FRA) respectively issued a NOP (SCH No. 2007031066) and a Notice of Intent (NOI) for the preparation of an EIR/Environmental Impact Statement (EIS) for the Palmdale to Los Angeles Section of the Authority's proposed California HSR System. Because the Palmdale to Los Angeles Section of the HSR System will be implemented in two parts consistent with Authority's Business Plan that prioritizes an Initial Operating Section (IOS) with a southern temporary terminus in the San Fernando Valley at Burbank Airport, the Authority and FRA have determined that there are two sections of the HSR System between Palmdale and Los Angeles and they will be better evaluated in two separate EIR/EISs: Palmdale to Burbank and Burbank to Los Angeles. Each of these sections has logical termini and independent utility, as discussed further below.

This NOP provides information regarding the Project EIR/EIS for the Burbank to Los Angeles Section of the Authority's HSR System. The Palmdale to Burbank Project EIR/EIS is the subject of a separate NOP. The Authority is issuing this NOP to solicit public and agency input into the scope of the EIR and to advise the public that outreach activities will be conducted by the Authority and its representatives in the preparation of a joint EIR/EIS.¹

¹ The Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commerce Commission Termination Act of 1995, including that Act's preemptive effect on CEQA's application to this proposed project.



FRA is the federal lead agency for the National Environmental Policy Act (NEPA) and will publish a NOI in the Federal Register, announcing the FRA's amendment of their 2007 NOI and their intention to initiate the federal environmental review process for the Burbank to Los Angeles Section of the Authority's proposed HSR System.

BACKGROUND: In 2001, the Authority and FRA started a tiered environmental review process for the Statewide HSR System. In 2005, the Authority certified a Program EIR/EIS for the statewide California HSR System (Refer to Exhibit 2) (Statewide Program EIR/EIS) as the first-phase of a tiered environmental review process. The Statewide Program EIR/EIS analyzed an HSR System for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to the cities of Los Angeles and San Diego in the south.

The approved HSR System would be approximately 800 miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds up to 220 miles per hour (mph) on a dedicated system of fully grade-separated, access-controlled steel tracks with state-of-the-art safety, signaling, communication, and automated train control systems.

In approving the HSR System at the Program level, the Authority and FRA also selected corridors/general alignments and station location options throughout most of the System, including a corridor between Palmdale and Los Angeles. Based on the Statewide Program EIR/EIS, the agencies selected the Soledad Canyon Corridor and the Los Angeles County Metropolitan Transportation Authority (Metro)/Metrolink right-of-way for the HSR routes from Palmdale to Los Angeles with station location options in the City of Palmdale, the San Fernando Valley, and the vicinity of Los Angeles Union Station.

Tiering from the Statewide Program EIR/EIS, the Authority issued an NOP for the HSR Palmdale to Los Angeles Section project-level EIR on March 12, 2007 (SCH No. 2007031066). The NOI to prepare a project-level EIS for the Palmdale to Los Angeles Section was published in the Federal Register on March 9, 2007.

Since the 2007 NOP, several alternatives analyses have been conducted to refine project-level alternatives. A Preliminary Alternatives Analysis (July 2010) addressed alignment alternatives and station options throughout the Palmdale to Los Angeles Section. Three Supplemental Alternatives Analyses ("SAA") have also been prepared. The first SAA (March 2011) addressed supplemental alignment alternatives and station options for the Los Angeles to Sylmar subsection. The second SAA (April 2012) addressed supplemental alignment alternatives for the Sylmar to Palmdale subsection and redefined the subsection into two new subsections: the Santa Clarita subsection, extending from Sylmar to two miles east of Lang Station Road, and the Palmdale subsection, extending from two miles east of Lang Station Road to Palmdale.

The third SAA (May 2014) discusses the concept of evaluating Palmdale to Burbank and Burbank to Los Angeles as two sections in light of, among other factors, the Initial Operating Segment (IOS) concept (with its interim terminus in the San Fernando Valley/Burbank) introduced in the 2012 and 2014 Business Plans. The May 2014 SAA refined the alignment alternatives and station options, including identifying the Palmdale Transportation Center Station Option at the northern end and the Burbank Airport Station as the southern limit of the Palmdale to Burbank Section.

The Preliminary Alternatives Analysis and all SAAs included public outreach activities, including community meetings, stakeholder meetings, and public official outreach. The Preliminary Alternatives

Analysis and SAA documents include a description of public outreach activities conducted. All alternatives analyses documents have been available for public review and comment as part of the alternatives analysis process, like all alternative analyses developed in this geographic area. (See http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_losangeles.html for copies of these AA documents). The work and information contained in the Burbank-to-Los-Angeles portions of those alternatives analyses documents, will inform the Authority in developing (and inform the public in commenting on) the Burbank to Los Angeles EIR/EIS and its development.

As discussed further in the May 2014 SAA, it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS. This would provide for more effective planning and public outreach in these highly populated areas. Each of these sections has logical termini and independent utility, as discussed further below. These two sections are of sufficient length to address environmental matters on a broad scope. They have logical termini, which means that their end points are rational for transportation improvements and for the review of environmental impacts. Additionally, each section has independent utility, which means that the HSR System can function properly within each section, independent of additional improvements elsewhere. The assessment of HSR alternatives in the Burbank to Los Angeles Section will assure adequate opportunity for the consideration of alternatives for this section and adjacent sections of the HSR system. The preparation of the Burbank to Los Angeles Section EIR/EIS will involve the development of preliminary engineering designs and the assessment of potential environmental effects associated with the construction, operation, and maintenance of the HSR System in this section.

DATES: Written comments on the scope of the Burbank to Los Angeles HSR EIR/EIS should be provided to the Authority no later than 30 days after publication of this notice. Public scoping meetings are scheduled from August 5, 2014 to August 19, 2014 as noted below. All comments received during the scoping period will receive equal consideration as the comments received during the March to April 2007 scoping period for the Palmdale to Los Angeles Section EIR/EIS.

ADDRESSES: Written comments on the scope should be sent to Mark A. McLoughlin, Director of Environmental Services, Attention: Burbank to Los Angeles Section EIR/EIS, California High-Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA 90012, or via email with subject line "Burbank to Los Angeles Section EIR/EIS" to: burbank_los.angeles@hsr.ca.gov. Comments may also be provided orally or in writing at scoping meetings scheduled at the following locations:

- **SANTA CLARITA: Tuesday, August 5,** William S. Hart Regional Park, 24151 Newhall Avenue, Newhall, CA 91321
- **BURBANK: Wednesday, August 6,** Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505
- **PALMDALE: Thursday, August 7,** Chimbole Cultural Center, 38350 Sierra Highway, Palmdale CA, 93550
- **ACTON/AGUA DULCE: Monday, August 11,** Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton, CA 93510
- **SYLMAR: Tuesday, August 12,** Sylmar Public Library, 14561 Polk Street, Sylmar, CA 91342

- **LAKE VIEW TERRACE: Thursday, August 14,** Lake View Terrace Recreation Center, 11075 Foothill Boulevard, Lake View Terrace, CA 91342
- **DOWNTOWN LA: Tuesday, August 19,** Los Angeles Union Station Fred Harvey Room, 800 N. Alameda Street, Los Angeles, CA 90012

All scoping meetings will be held from **5:30pm to 7:30pm.**

FOR FURTHER INFORMATION CONTACT: Mark A. McLoughlin at the above address.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HSR network that is fully coordinated with other public transportation services. As required by state law, the Authority adopted a Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HSR System capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released updated Business Plans in November 2008, December 2009 (addendum in April 2010), April 2012, and April 2014. These Business Plans, which are subject to a separate public review process, are an important part of the statewide planning process for HSR.

In 2005, the Authority and FRA completed the Statewide Program EIR/EIS, as the first phase of a tiered environmental review process. The Authority certified the Statewide Program EIR under CEQA and approved the proposed HSR System, and FRA issued a Record of Decision under NEPA for the Statewide Program EIS. This Statewide Program EIR/EIS established the purpose and need for the HSR System, analyzed an HSR System, and compared it with a No Project/No Action Alternative, and with a Modal Alternative (i.e., expansion of freeways and airports). In approving the Statewide Program EIR/EIS, the Authority and FRA selected the HSR Alternative, selected general corridors/alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HSR System during the site-specific project environmental review to avoid and minimize potential adverse environmental impacts.

The HSR Alternative as described in the Statewide Program EIR/EIS provides a broad planning and conceptual outline of the proposed train system. The Burbank to Los Angeles Section EIR/EIS will allow for the consideration of alignment alternatives within this section at a greater level of detail. The Burbank to Los Angeles Section EIR/EIS will tier from the Statewide Program EIR/EIS in accordance with Council on Environmental Quality regulations, (40 CFR 1508.28) and the CEQA Guidelines (14 California Code of Regulations §§ 15152, 15168). The Burbank to Los Angeles Section EIR/EIS will build upon all previous work prepared for, and incorporated in, the Statewide Program EIR/EIS, including the state planning process incorporated into the Authority's Business Plans. In addition, the selection of alternatives to be included in the Burbank to Los Angeles EIR/EIS will consider comments that were received from the agencies and the public during the public outreach process on the alternatives analyses conducted since the 2007 Palmdale to Los Angeles NOP.

The Burbank to Los Angeles Section EIR/EIS will be carried out in accordance with FRA's Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545 [May 26, 1999]) and will follow the Integration Process for the California High-Speed Train Program as set forth in the Memorandum of Understanding among FRA, the Authority, the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. The Burbank to Los Angeles Section EIR/EIS will also address, as necessary, other applicable statutes, regulations, and executive orders, including (but not limited to) the Clean Water Act, Section

106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

The Burbank to Los Angeles Section EIR/EIS will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts, and will incorporate design features to avoid and minimize potential adverse environmental impacts. The site characteristics, size, nature, and timing of the proposed project elements will be described as a basis for determining whether the impacts are potentially significant and whether impacts can be avoided or mitigated. The Burbank to Los Angeles Section EIR/EIS will identify and evaluate reasonable and feasible alignment alternatives along the corridor selected in the Programmatic EIR/EIS, as well as addressing alternatives that may meet project objectives while potentially reducing environmental effects as identified during the alternatives analysis process and the scoping process. The Burbank to Los Angeles Section EIR/EIS will also identify and evaluate station options and evaluate the potential impacts of construction, operation, and maintenance of the HSR System in this section. Information and documents regarding this HSR environmental review process will be made available through the Authority's internet site: www.hsr.ca.gov.

Project Description/Alternatives

The Burbank to Los Angeles Section EIR/EIS will consider a No Project Alternative and HSR Alternatives for the Burbank to Los Angeles Section.

No Project Alternative: The No Project Alternative (No Action or No Build) represents the conditions in the Burbank to Los Angeles Section as they exist in 2014, and as they would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2040, taking into account the following sources of information: the State Transportation Improvement Program, Regional Transportation Plans for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HSR Alternatives: HSR Alternatives to be evaluated as part of the proposed project from Burbank to Los Angeles involve various potential horizontal and vertical alignments between Burbank and Los Angeles within the horizontal corridor identified in Exhibit 1, and various potential station configurations at the Burbank Airport and Los Angeles Union Station section terminus points. The purpose of this NOP is to solicit input about those potential alignments and configurations and their potential impacts, so as to inform the preparation of the Burbank to Los Angeles EIR/EIS.

The Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HSR System, approximately 800 miles long, capable of operating speeds up to 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. Work on this System is underway in the Central Valley. This proposed project would continue this effort between Burbank and Los Angeles.

The HSR Corridor that was selected by the Authority and FRA in the Statewide Program EIR/EIS follows Soledad Canyon from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then follows the Metro/Metrolink Railroad line to Burbank Airport and Los Angeles Union Station. The Corridor is relatively wide in the area that includes both the State Route 14 and Union Pacific Railroad alignments between the Antelope Valley and the City of Santa Clarita.

Specific station configuration options also will be evaluated in the Burbank to Los Angeles Section EIR/EIS, so as to support station area development policies to encourage transit-friendly development

near and around HSR stations. The potential to promote multi-modal uses, higher density, mixed-use, and pedestrian-oriented development around the stations will guide the selection of the station alternatives. Potential sites for a terminal storage and maintenance facility will be evaluated in the Palmdale to Burbank Section EIR/EIS.

Project Location

See attached map (Exhibit 1).

Probable Effects

The purpose of Burbank to Los Angeles Section EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. Impact areas to be addressed as potentially containing probable effects include transportation impacts; safety and security; EMI/EMF; land use and zoning; cumulative impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, biological resources and wetlands, hydrology and water resources, noise, vibration, and energy. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated. A copy of the Initial Study is available for review at the following link:
http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/burbank_losangeles.html.

Scoping and Comments

Public scoping meetings are an important component of the scoping process for the Burbank to Los Angeles Section EIR/EIS. The Authority encourages broad participation in the Burbank to Los Angeles Section EIR/EIS process and review of the resulting environmental documents. The Authority invites comments and suggestions from all interested agencies and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are addressed and that all significant issues are identified. Comments are also sought regarding alternatives addressed in the Preliminary Alternatives Analysis and the SAAs, as noted above. Public agencies with jurisdiction are requested to advise the Authority and FRA of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will be advertised locally and included in additional public notification.

Due to the time limits mandated by State law, public agencies are requested to send their responses to this Notice of Preparation to the Authority no later than 30 days after publication of this notice. All comments received during this scoping period will receive equal consideration as comments received during the March to April 2007 scoping period for the former Palmdale to Los Angeles Section EIR/EIS.

Please send your response and direct any comments or questions regarding this Project to Mark A. McLoughlin, Director of Environmental Services, at the address shown above.

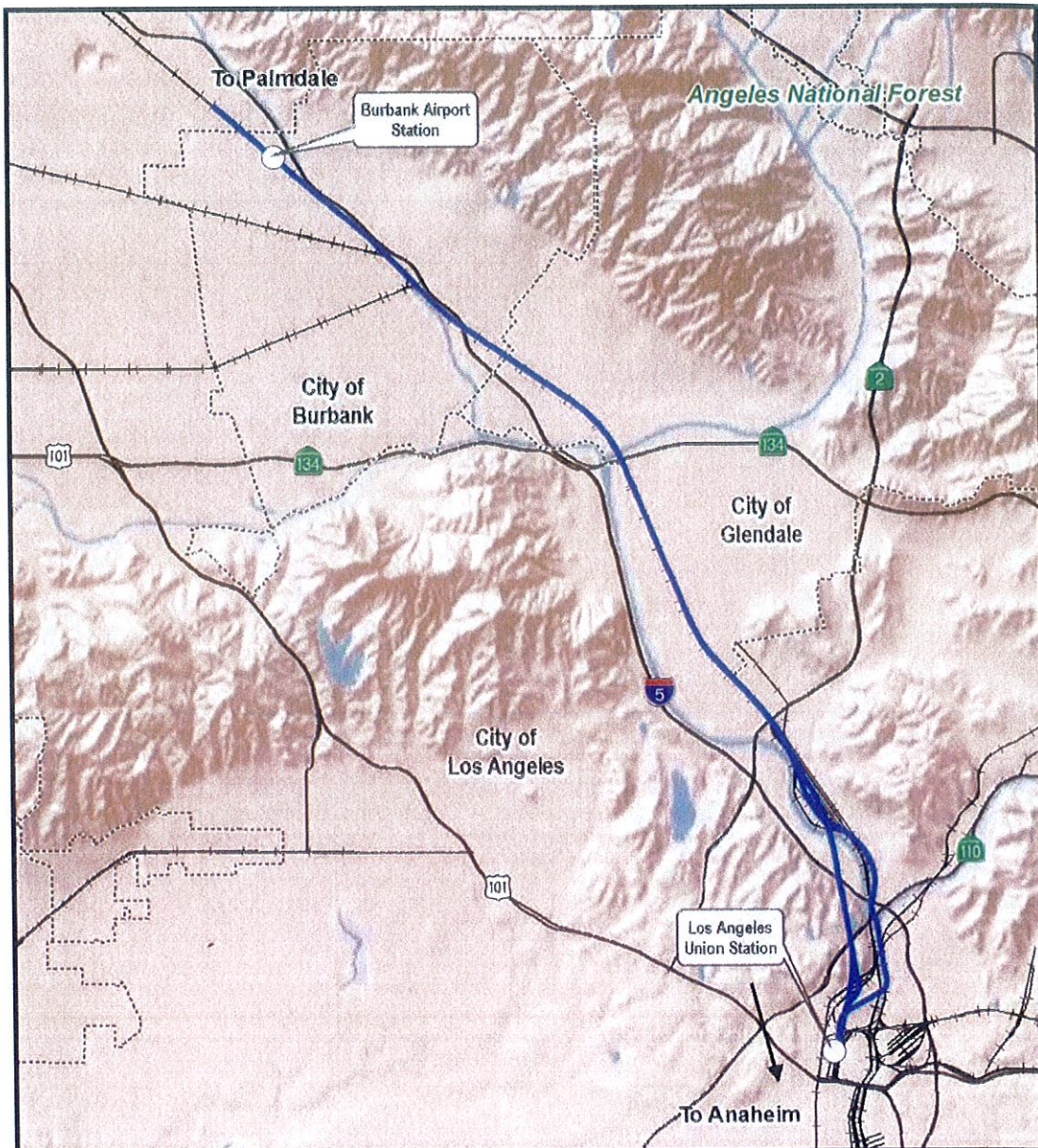
Date:

July 24, 2017

Signature:

Frank Vacca

Frank Vacca
Chief Program Manager



Source: California High-Speed Rail Authority, 2014; ESRI Maps 8; Data, 2014; URS, 2014

- LEGEND**
- Proposed HSR Stations
 - Proposed HSR Alignments
 - Railroads
 - - - Municipal Boundary

0 0.5 1 2 Miles

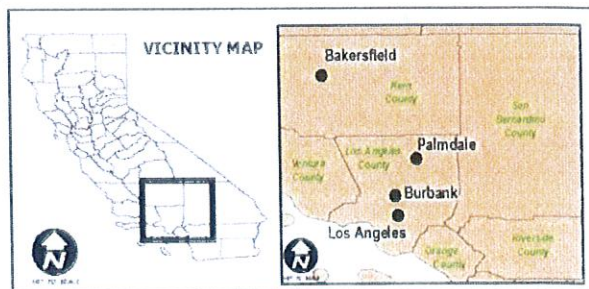


Exhibit 1
Burbank to Los Angeles Section

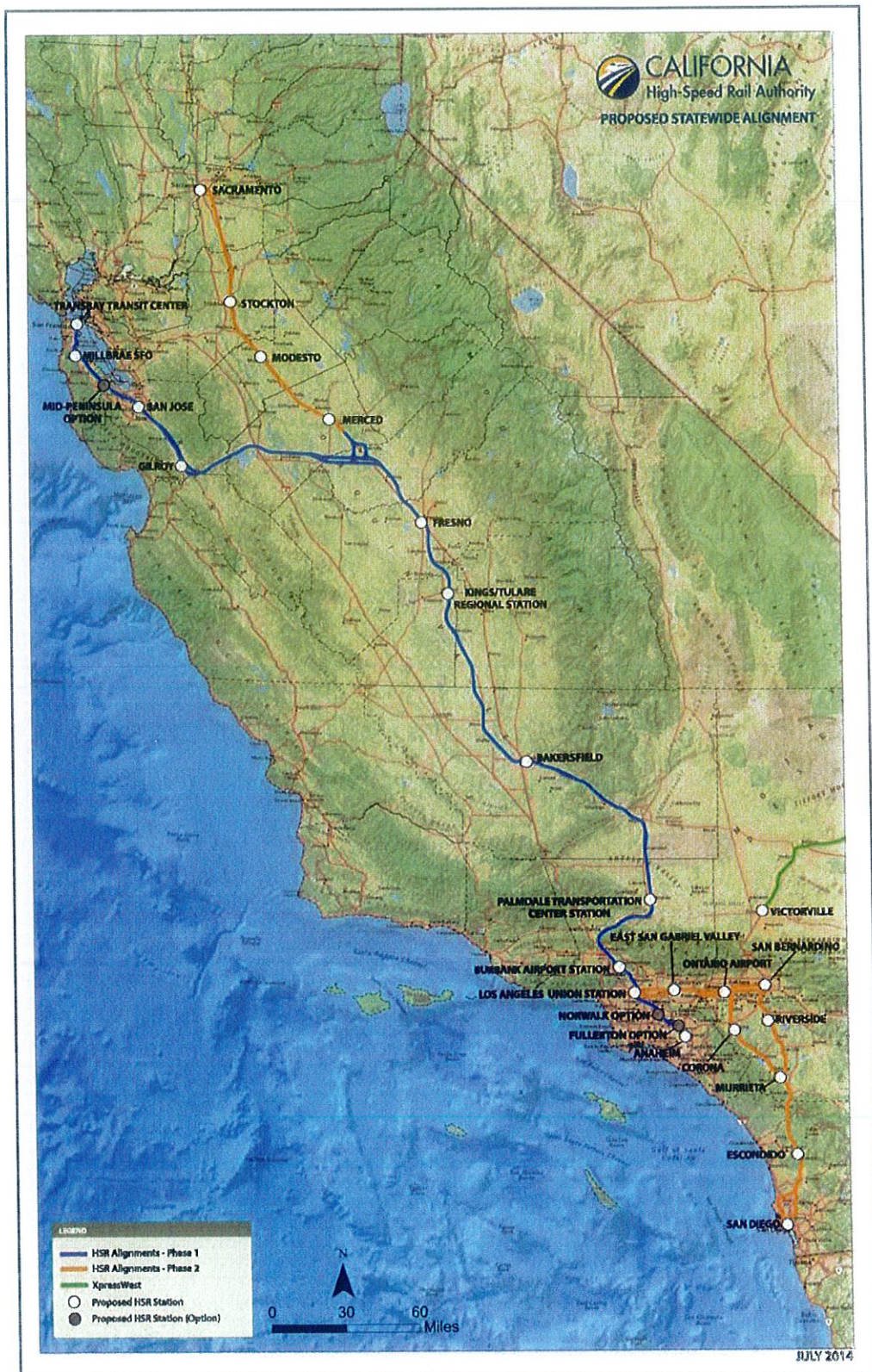


Exhibit 2
Proposed California HSR Statewide System



2014071074

SCH No. _____

NOTICE OF PREPARATION

FROM: Frank Vacca
Chief Program Manager
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

SUBJECT: Notice of Preparation of a Project Environmental Impact Report/
Environmental Impact Statement for the California High-Speed Rail System
Palmdale to Burbank Section

The California High-Speed Rail Authority (Authority), as the Lead Agency for the California Environmental Quality Act (CEQA) process for a proposed California High-Speed Rail (HSR) System, is **amending the existing 2007 Notice of Preparation (NOP) for the Palmdale to Los Angeles section and will prepare an Environmental Impact Report (EIR) for the Palmdale to Burbank Section of the Authority's proposed HSR System (proposed project) (Refer to Exhibit 1, more details below).** In March 2007, the Authority and Federal Railroad Administration (FRA) respectively issued a NOP (SCH No. 2007031066) and a Notice of Intent (NOI) for the preparation of an EIR/Environmental Impact Statement (EIS) for the Palmdale to Los Angeles Section of the Authority's proposed California HSR System. Because the Palmdale to Los Angeles Section of the HSR System will be implemented in two parts consistent with Authority's Business Plan that prioritizes an Initial Operating Section (IOS) with a southern temporary terminus in the San Fernando Valley at Burbank Airport, the Authority and FRA have determined that there are two sections of the HSR System between Palmdale and Los Angeles and they will be better evaluated in two separate EIR/EISs: Palmdale to Burbank and Burbank to Los Angeles. Each of these sections has logical termini and independent utility, as discussed further below.

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¹ The Authority has prepared this Notice of Preparation voluntarily and is not waiving any rights it may have related to Surface Transportation Board jurisdiction and regulation of this proposed project under the Interstate Commerce Commission Termination Act of 1995, including that Act's preemptive effect on CEQA's application to this proposed project.

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BACKGROUND: In 2001, FRA and the Authority started a tiered environmental review process for the Statewide HSR System. In 2005, the Authority certified a Program EIR/EIS for the statewide California HSR System (Refer to Exhibit 2) (Statewide Program EIR/EIS) as the first-phase of a tiered environmental review process. The Statewide Program EIR/EIS analyzed an HSR System for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to the cities of Los Angeles and San Diego in the south.

The approved HSR System would be approximately 800-miles long, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds of 220 miles per hour (mph) on a dedicated system of fully grade-separated, access-controlled steel tracks with state-of-the-art safety, signaling, communication, and automated train control systems.

In approving the HSR System at the Program level, the Authority and FRA also selected corridors/general alignments and station location options throughout most of the System, including a corridor between Palmdale and Los Angeles. Based on the Statewide Program EIR/EIS, the agencies selected the Soledad Canyon Corridor and the Los Angeles County Metropolitan Transportation Authority (Metro)/Metrolink right-of-way for the HSR routes from Palmdale to Los Angeles with station location options in the City of Palmdale, the San Fernando Valley, and the vicinity of Los Angeles Union Station.

Tiering from the Statewide Program EIR/EIS, the Authority issued an NOP for the HSR Palmdale to Los Angeles Section project-level EIR on March 12, 2007 (SCH No. 2007031066). The NOI to prepare a project-level EIS for the Palmdale to Los Angeles Section was published in the Federal Register on March 9, 2007.

Since the 2007 NOP, several alternatives analyses have been conducted to refine project-level alternatives. A Preliminary Alternatives Analysis (July 2010) addressed alignment alternatives and station options throughout the Palmdale to Los Angeles Section. Three Supplemental Alternatives Analyses ("SAA") have also been prepared. The first SAA (March 2011) addressed supplemental alignment alternatives and station options for the Los Angeles to Sylmar subsection. The second SAA (April 2012) addressed supplemental alignment alternatives for the Sylmar to Palmdale subsection and redefined the subsection into two new subsections: the Santa Clarita subsection, extending from Sylmar to two miles east of Lang Station Road, and the Palmdale subsection, extending from two miles east of Lang Station Road to Palmdale.

The third SAA (May 2014) discusses the concept of evaluating Palmdale to Burbank and Burbank to Los Angeles as two sections in light of, among other factors, the IOS concept (with its interim terminus in the San Fernando Valley/Burbank) introduced in the 2012 and 2014 Business Plans. The May 2014 SAA refined the alignment alternatives and station options, including identifying the Palmdale Transportation Center Station Option at the northern end and the Burbank Airport Station as the southern limit of this Palmdale to Burbank Section.

The Preliminary Alternatives Analysis and all SAAs included public outreach activities, including community meetings, stakeholder meetings, and public official outreach. The Preliminary Alternatives

Analysis and SAA documents include a description of public outreach activities conducted. All alternatives analyses documents have been available for public review and comment as part of the alternatives analysis process, like all alternative analyses developed in this geographic area. (See http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/palmdale_losangeles.html for copies of these AA documents). The work and information contained in the Palmdale-to-Burbank portions of those alternatives analyses documents, will inform the Authority in developing (and inform the public in commenting on) the Palmdale to Burbank EIR/EIS and its development.

As discussed further in the May 2014 SAA, it would be beneficial to address the environmental effects of the HSR System from Palmdale to Burbank in one EIR/EIS and from Burbank to Los Angeles in a separate EIR/EIS. This would provide for more effective planning and public outreach in these highly populated areas. Each of these sections has logical termini and independent utility, as discussed further below. These two sections are of sufficient length to address environmental matters on a broad scope. They have logical termini, which means that their end points are rational for transportation improvements and for the review of environmental impacts. Additionally, each section has independent utility, which means that the HSR System can function properly within each section, independent of additional improvements elsewhere. The assessment of HSR alternatives in the Palmdale to Burbank Section will assure adequate opportunity for the consideration of alternatives for this section and adjacent sections of the HSR system. The preparation of the Palmdale to Burbank Section EIR/EIS will involve the development of preliminary engineering designs and the assessment of potential environmental effects associated with the construction, operation, and maintenance of the HSR System in this section.

DATES: Written comments on the scope of the Palmdale to Burbank HSR EIR/EIS should be provided to the Authority no later than 30 days after publication of this notice. Public scoping meetings are scheduled from August 5, 2014 to August 19, 2014 as noted below. All comments received during the scoping period will receive equal consideration as the comments received during the March to April 2007 scoping period for the Palmdale to Los Angeles Section EIR/EIS.

ADDRESSES: Written comments on the scope should be sent to Mark A. McLoughlin, Director of Environmental Services, Attention: Palmdale to Burbank Section EIR/EIS, California High-Speed Rail Authority, 700 North Alameda Street, Room 3-532, Los Angeles, CA 90012, or via email with subject line "Palmdale to Burbank Section EIR/EIS" to: palmdale_burbank@hsr.ca.gov. Comments may also be provided orally or in writing at scoping meetings scheduled at the following locations:

- **SANTA CLARITA: Tuesday, August 5,** William S. Hart Regional Park, 24151 Newhall Avenue, Newhall, CA 91321
- **BURBANK: Wednesday, August 6,** Buena Vista Branch Library, 300 N. Buena Vista Street, Burbank, CA 91505
- **PALMDALE: Thursday, August 7,** Chimbole Cultural Center, 38350 Sierra Highway, Palmdale CA, 93550
- **ACTON/AGUA DULCE: Monday, August 11,** Acton-Agua Dulce Library, 33792 Crown Valley Road, Acton, CA 93510
- **SYLMAR: Tuesday, August 12,** Sylmar Public Library, 14561 Polk Street, Sylmar, CA 91342

- **LAKE VIEW TERRACE: Thursday, August 14,** Lake View Terrace Recreation Center, 11075 Foothill Boulevard, Lake View Terrace, CA 91342
- **DOWNTOWN LA: Tuesday, August 19,** Los Angeles Union Station Fred Harvey Room, 800 N. Alameda Street, Los Angeles, CA 90012

All scoping meetings will be held from **5:30pm to 7:30pm.**

FOR FURTHER INFORMATION CONTACT: Mark A. McLoughlin at the above address.

SUPPLEMENTARY INFORMATION: The Authority was established in 1996 and is authorized and directed by statute to undertake the planning and development of a proposed statewide HSR network that is fully coordinated with other public transportation services. As required by state law, the Authority adopted a Business Plan in June 2000, which reviewed the economic feasibility of an 800-mile-long HSR System capable of speeds in excess of 200 miles per hour on a dedicated, fully grade-separated state-of-the-art track. The Authority released updated Business Plans in November 2008, December 2009 (addendum in April 2010), April 2012, and April 2014. These Business Plans, which are subject to a separate public review process, are an important part of the statewide planning process for HSR.

In 2005, the Authority and FRA completed the Statewide Program EIR/EIS as the first phase of a tiered environmental review process. The Authority certified the Statewide Program EIR under CEQA and approved the proposed HSR System, and FRA issued a Record of Decision under NEPA for the Statewide Program EIS. This Statewide Program EIR/EIS established the purpose and need for the HSR System, analyzed an HSR System, and compared it with a No Project/No Action Alternative, and with a Modal Alternative (i.e., expansion of freeways and airports). In approving the Statewide Program EIR/EIS, the Authority and FRA selected the HSR Alternative, selected general corridors/alignments and general station locations for further study, incorporated mitigation strategies and design practices, and specified further measures to guide the development of the HSR System during the site-specific project environmental review to avoid and minimize potential adverse environmental impacts.

The HSR Alternative as described in the Statewide Program EIR/EIS provides a broad planning and conceptual outline of the proposed train system. The Palmdale to Burbank Section EIR/EIS will allow for the consideration of alignment alternatives within this section at a greater level of detail. The Palmdale to Burbank Section EIR/EIS will tier from the Statewide Program EIR/EIS in accordance with Council on Environmental Quality regulations, (40 CFR 1508.28) and the CEQA Guidelines (14 California Code of Regulations §§ 15152, 15168). The Palmdale to Burbank Section EIR/EIS will build upon all previous work prepared for, and incorporated in, the Statewide Program EIR/EIS, including the state planning process incorporated into the Authority's Business Plans. In addition, the selection of alternatives to be included in the Palmdale to Burbank EIR/EIS will consider comments that were received from the agencies and the public during the public outreach process on the alternatives analyses conducted since the 2007 Palmdale to Los Angeles NOP.

The Palmdale to Burbank Section EIR/EIS will be carried out in accordance with FRA's Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545 [May 26, 1999]) and will follow the Integration Process for the California High-Speed Train Program as set forth in the Memorandum of Understanding among FRA, the Authority, the U.S. Environmental Protection Agency and the U.S. Army Corps of Engineers. The Palmdale to Burbank Section EIR/EIS will also address, as necessary, other applicable statutes, regulations, and executive orders, including (but not limited to) the Clean Water Act, Section

106 of the National Historic Preservation Act of 1966, Section 4(f) of the Department of Transportation Act, the Endangered Species Act, and Executive Order 12898 on Environmental Justice.

The Palmdale to Burbank Section EIR/EIS will describe site-specific environmental impacts, will identify specific mitigation measures to address those impacts, and will incorporate design features to avoid and minimize potential adverse environmental impacts. The site characteristics, size, nature, and timing of the proposed project elements will be described as a basis for determining whether the impacts are potentially significant and whether impacts can be avoided or mitigated. The Palmdale to Burbank Section EIR/EIS will identify and evaluate reasonable and feasible alignment alternatives along the corridor selected in the Programmatic EIR/EIS, as well as addressing alternatives that may meet project objectives while potentially reducing environmental effects as identified during the alternatives analysis process and the scoping process. The Palmdale to Burbank Section EIR/EIS will also identify and evaluate station options and evaluate the potential impacts of construction, operation, and maintenance of the HSR System in this section. Information and documents regarding this HSR environmental review process will be made available through the Authority's internet site: www.hsr.ca.gov.

Project Description/Alternatives

The Palmdale to Burbank Section EIR/EIS will consider a No Project Alternative and HSR Alternatives for the Palmdale to Burbank Section.

No Project Alternative: The No Project Alternative (No Action or No Build) represents the conditions in the Palmdale to Burbank Section as they exist in 2014, and as they would exist based on programmed and funded improvements to the intercity transportation system and other reasonably foreseeable projects through 2040, taking into account the following sources of information: the State Transportation Improvement Program, Regional Transportation Plans for all modes of travel, airport plans, intercity passenger rail plans, and city and county plans.

HSR Alternatives: HSR Alternatives to be evaluated as part of the proposed project from Palmdale to Burbank involve various potential horizontal and vertical alignments between Palmdale and Burbank within the two horizontal corridors identified in Exhibit 1, and various potential station configurations at the Palmdale Transportation Center and the Burbank Airport section terminus points. The purpose of this NOP is to solicit input about those potential alignments and configurations and their potential impacts, so as to inform the preparation of the Palmdale to Burbank EIR/EIS.

The Authority proposes to construct, operate, and maintain an electric-powered steel-wheel-on-steel-rail HSR System, approximately 800 miles long, capable of operating speeds up to 220 mph on dedicated, fully grade-separated tracks, with state-of-the-art safety, signaling, and automated train control systems. Work on this System is underway in the Central Valley. This proposed project would continue this effort between Palmdale and Burbank.

The HSR Corridor that was selected by the Authority and FRA in the Statewide Program EIR/EIS follows Soledad Canyon from the City of Palmdale to the community of Sylmar in the City of Los Angeles and then follows the Metro/Metrolink Railroad line to Burbank Airport and Los Angeles Union Station. The corridor is relatively wide in the area that includes both the State Route 14 and Union Pacific Railroad alignments between the Antelope Valley and Santa Clarita. In addition, in response to stakeholder and public feedback, the Palmdale to Burbank Section EIR/EIS will address potential alignment alternatives that provide a more direct connection between the Palmdale station and the Burbank Airport station.

Specific station configuration options also will be evaluated in the the Palmdale to Burbank Section EIR/EIS, so as to support station area development policies to encourage transit-friendly development near and around HSR stations. The potential to promote multi-modal uses, higher density, mixed-use, and pedestrian-oriented development around the stations will guide the selection of the station alternatives. In addition, station option selection will evaluate sites with potential to function as a terminal station in the IOS. Potential sites for a terminal storage and maintenance facility will also be evaluated in the Palmdale to Burbank Section EIR/EIS.

Project Location

See attached map (Exhibit 1).

Probable Effects

The purpose of the Palmdale to Burbank Section EIR/EIS process is to explore in a public setting the effects of the proposed project on the physical, human, and natural environment. Impact areas to be addressed as potentially containing probable effects include transportation impacts; safety and security; EMI/EMF; land use and zoning; cumulative impacts; agricultural land impacts; cultural resource impacts, including impacts on historical and archaeological resources and parklands/recreation areas; neighborhood compatibility and environmental justice; natural resource impacts including air quality, biological resources and wetlands, hydrology and water resources, noise, vibration, and energy. Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated. A copy of the Initial Study is available for review at the following link:

http://hsr.ca.gov/Programs/Statewide_Rail_Modernization/project_sections/palmdale_burbank.html.

Scoping and Comments

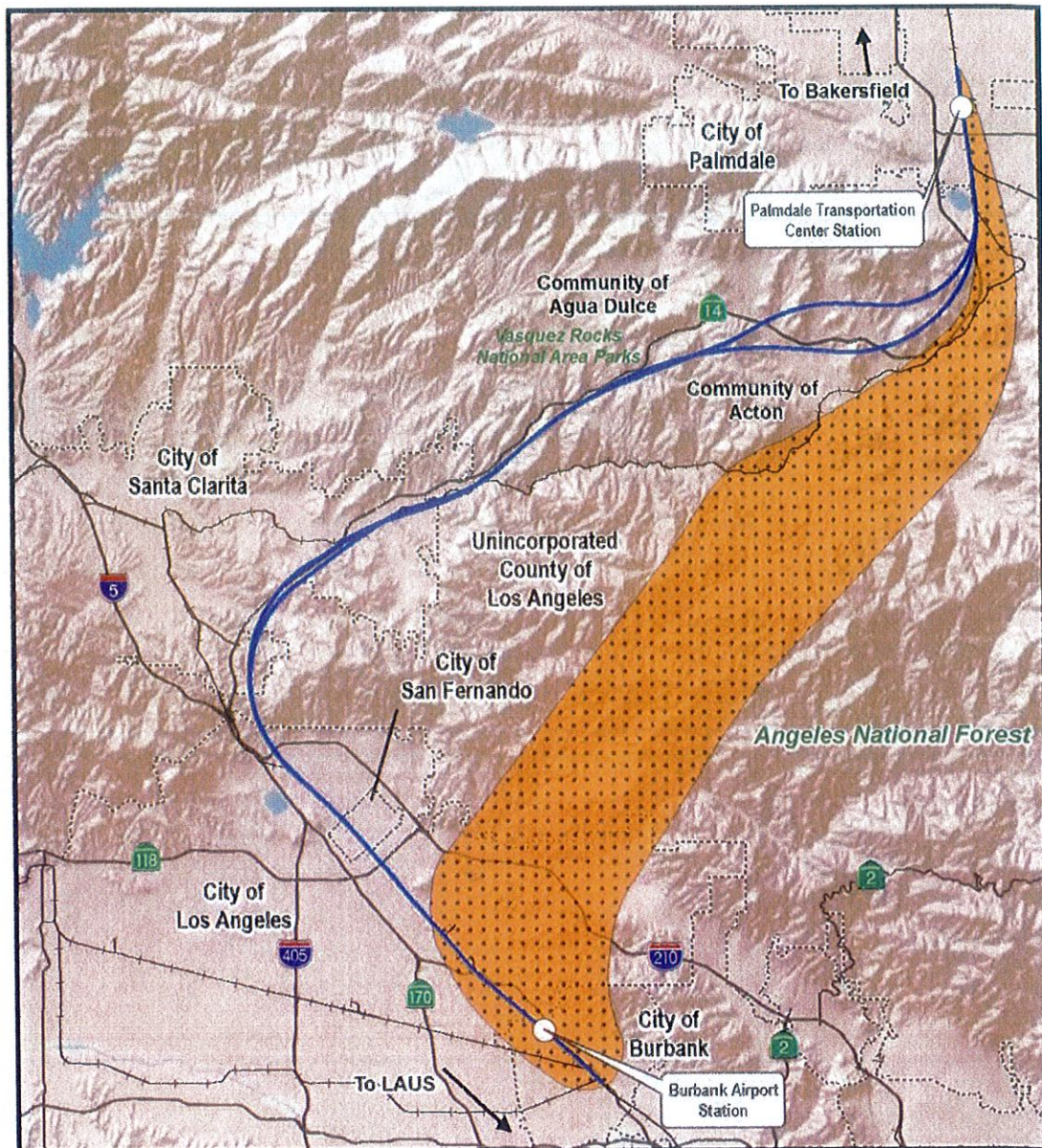
Public scoping meetings are an important component of the scoping process for the Palmdale to Burbank Section EIR/EIS. The Authority encourages broad participation in the Palmdale to Burbank Section EIR/EIS process and review of the resulting environmental documents. The Authority invites comments and suggestions from all interested agencies and the public at large to ensure that the full range of issues related to the proposed action and all reasonable alternatives are addressed and that all significant issues are identified. Comments are also sought regarding alternatives addressed in the Preliminary Alternatives Analysis and the SAAs, as noted above. Public agencies with jurisdiction are requested to advise the Authority and FRA of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed project. Public scoping meetings have been scheduled as an important component of the scoping process for both the State and Federal environmental review. The scoping meetings described in this Notice will be advertised locally and included in additional public notification.

Due to the time limits mandated by State law, public agencies are requested to send their responses to this Notice of Preparation to the Authority no later than 30 days after publication of this notice. All comments received during this scoping period will receive equal consideration as comments received during the March to April 2007 scoping period for the former Palmdale to Los Angeles Section EIR/EIS.

Please send your response and direct any comments or questions regarding this project to Mark A. McLoughlin, Director of Environmental Services, at the address shown above.

Date: July 24 2014

Signature: Frank Vacca
Frank Vacca
Chief Program Manager



Source: California High-Speed Rail Authority, 2014; ESRI Maps & Data, 2014; URS, 2014

LEGEND

- Proposed HSR Stations
- Proposed HSR Alignments
- Railroads
- - - Municipal Boundary
- Alternative Corridor - New Study Area

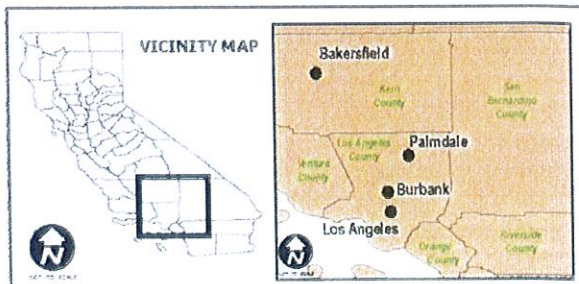


Exhibit 1
Palmdale to Burbank Section




Exhibit 2
Proposed California HSR Statewide System

Burbank Water and Power

MEMORANDUM

DATE: July 25, 2014

TO: Mark Scott, City Manager

FROM: Ron Davis, General Manager, Burbank Water and Power 

SUBJECT: **IKEA PROPERTY ACQUISITION FOR FUTURE DISTRIBUTION STATION**

PURPOSE:

This correspondence is to document BWP's evaluation of the property located on the IKEA site for possible future Distribution Station site development.

BACKGROUND:

In 2011, IKEA initiated discussions with BWP regarding electrical service for a new IKEA store in Burbank. IKEA's estimated demand was projected to be greater than 5MW. Using guidelines from BWP Rules and Regulations, BWP required IKEA to have a dedicated customer station or to contribute to a community Distribution Station. During the method of service review process, IKEA provided a new load estimate of 4.4MW. BWP reviewed the basis for the new estimate and concluded that the new estimate was reasonable. IKEA no longer has a requirement to build or contribute to a new station under BWP Rules. IKEA offered to sell the designated land to BWP.

ANALYSIS AND CONCLUSION:

BWP initially considered the IKEA site to be strategically a good location for a community Distribution Station, down the road, for several reasons. First, the IKEA site was in close proximity to an existing 34.5kV sub-transmission line that could be reconfigured to serve a new community Distribution Station. This close proximity was important because BWP would reduce the costs of the sub-transmission work required for a future community Distribution Station. Secondly, the IKEA site is at a location that would accommodate existing distribution lines from the station. Thirdly, building a new community Distribution Station on a new site would provide some temporary operational flexibility by allowing BWP to unload and retire one or two Distribution Stations over a longer period of time. Lastly, with the requirement for IKEA to pay for a significant portion of the land for a community Distribution Station, BWP would have had minimal cost to maintain the property.

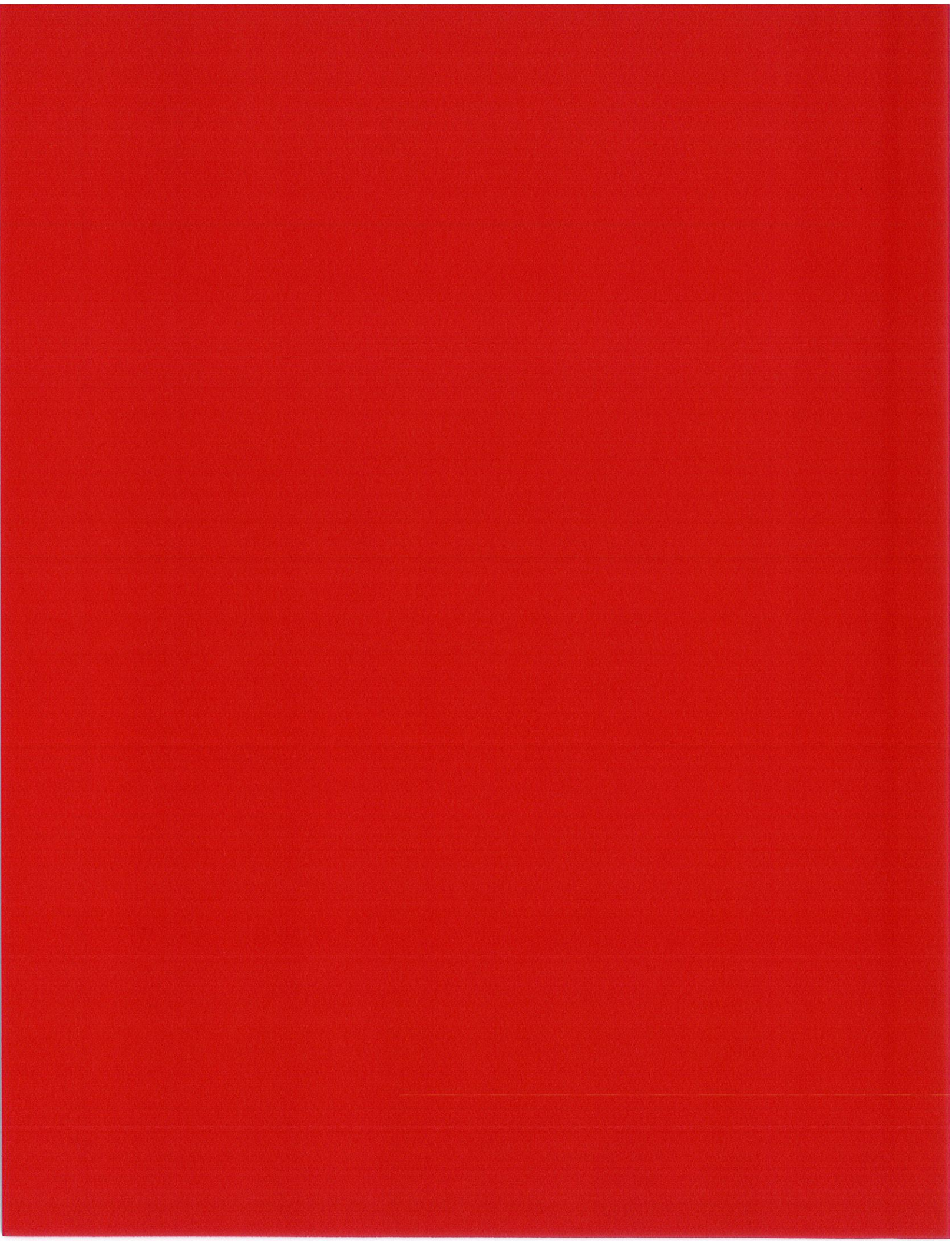
The need for a new 12kV Distribution Station in the area is uncertain. The current view is that a new station would only be needed to accommodate the retirement of both Town and Flower Distribution Stations. Currently, the retirement of those two sites are not planned to occur in the next twenty years. Options for accommodating the retirement of the two sites is to first retire the 4kV Flower Station, and then build a new 12kV station at the old 4kV Flower Station site. The more immediate need identified through the work performed so far on the twenty year Distribution System Master Plan, is to add 12kV capacity in other parts of the distribution system. Although the IKEA site is attractive as a location, BWP has no current need for a new station in the area, and BWP also has the ability to repurpose the 4kV Flower Station to a 12kV station in the future.

RECOMMENDATION:

Staff recommends that the City should forego the purchase of property on the IKEA site.

RED:JS:DH:jg

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July 29, 2014

The Honorable Kevin de Leon
Chair, Senate Appropriations Committee
California State Senate
State Capitol, Room 2206
Sacramento, CA 95814

Re: AB 1839 - Taxation Credits for Motion Pictures

Dear Chairman de Leon:

Headlines and articles in recent years have underscored how entertainment production has moved away from Southern California to other states, most notably Louisiana, Texas, and Georgia in order to take advantage of tax incentives being offered.

With such illustrious members as The Walt Disney Company, Warner Bros., and other distinguished and valued media-related companies, our Burbank Chamber of Commerce wholeheartedly supports the passage of AB 1839 being sponsored by our own Assembly Member Mike Gatto which will offer additional tax incentives to not only help retain entertainment production in our area, but also hopefully entice production companies who have gone elsewhere to return.

Burbank has more than 1,000 entertainment and media-related businesses, with many of the behind-the-camera production personnel residing within our community. Our chief economic engine is entertainment, and when production is thriving these employees are patronizing our restaurants, flower shops, cleaners, retail establishments, etc., contributing greatly to our overall economic vitality and prosperity.

We look forward to your support, and of your fellow Appropriations Committee members, for this proposed legislation essential to the overall economic well-being of California.

Yours very truly,


Gary Olson
President-CEO

cc: Members, Senate Appropriations Committee
The Honorable Carol Liu, Senator
The Honorable Mike Gatto, Assembly Member
The Honorable Dr. David Gordon, Mayor, City of Burbank
Mark Scott, City Manager, City of Burbank

200 W. Magnolia Boulevard, Burbank, CA 91502
(818) 846-3111 • FAX (818) 846-0109 • www.BurbankChamber.org

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Joe Sciuto
Providence High School

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Mayor

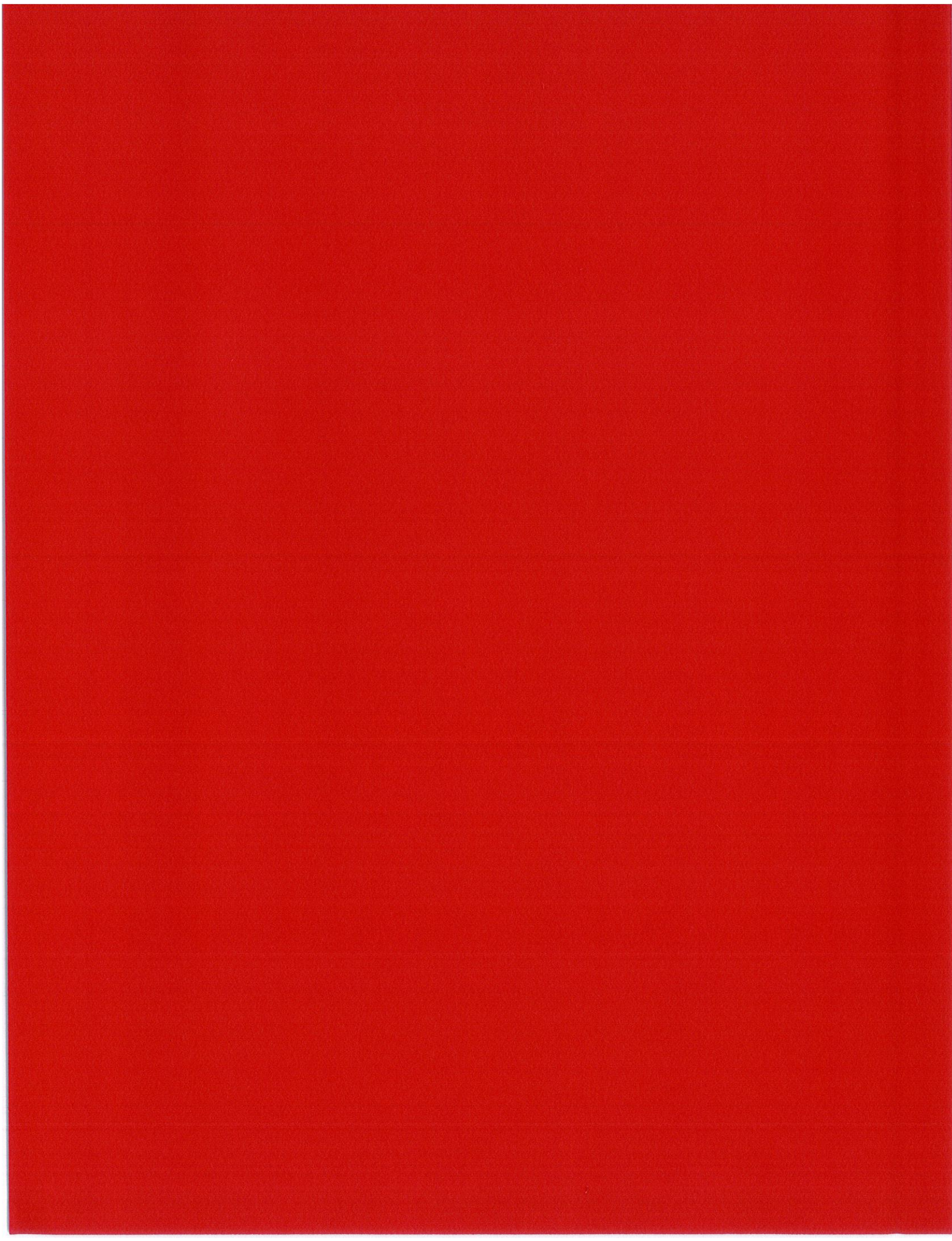
Mark Scott
City Manager

Jan Britz
Superintendent

Victor Gill
Bob Hope Airport

Jeanette Magana
Junior Chamber of Commerce

Jacque McMillan
Metropolitan Water District

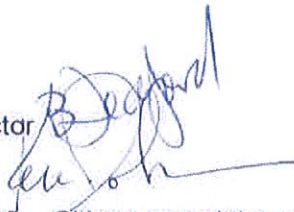




**CITY OF BURBANK
PUBLIC WORKS DEPARTMENT
MEMORANDUM**

DATE: April 23, 2014

TO: Mark Scott, City Manager

FROM: Bonnie Teafor, Public Works Director
By: Ken Johnson, Traffic Engineer 

SUBJECT: City Manager Tracking List No. 1566 – Citizen complaint at alley north of Victory Boulevard at Buena Vista Street and at Brighton Street

Staff investigated the driver sight distance from the alley north of Victory Boulevard between Buena Vista Street and Brighton Street. It is difficult to determine the exact intersection from the information presented by the citizen, so we investigated three locations. See attached pictures for each location.

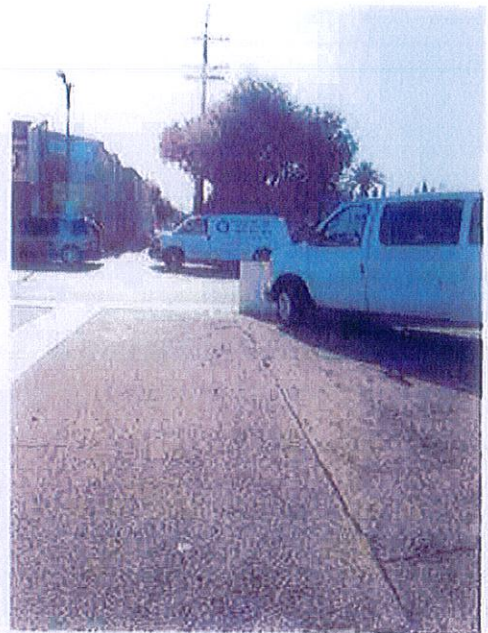
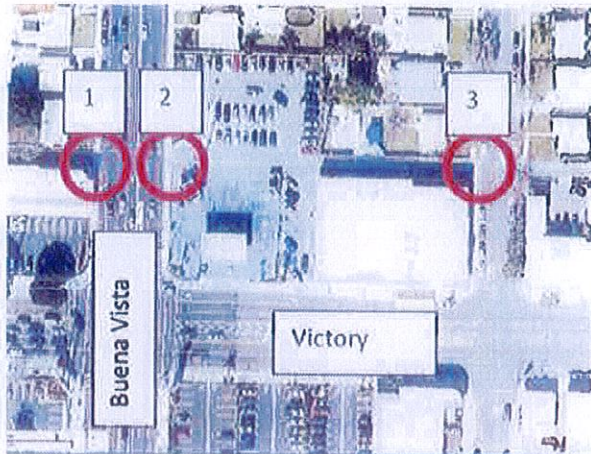
Location 1 - The alley intersection eastbound at Buena Vista Street has a 2.5 foot wall to the left and a building with indented wall (corner cut-off) to the right. A wheelchair user is visible to drivers and vehicles are visible to a wheelchair user at this approach prior to the pedestrian entering the alley intersection at Buena Vista Street. All potential obstructions are on private property. Since driver sight distance is appropriate, no remediation is recommended.

Location 2 - The alley intersection westbound at Buena Vista Street has low (2.5 feet high) walls to the left and to the right of a driver exiting the alley. Drivers can see wheelchair user and wheelchair users can see westbound vehicles in the alley prior to pedestrians entering the alley intersection. All obstructions are on private property. Sight distance is appropriate, so no remediation is recommended for this location.

Location 3 - The eastbound alley exit at Brighton Street has a high wall (approximately 5 feet high) to the left and a building wall to the right that are located next to the sidewalk. Driver and pedestrian sight distance are obscured by these obstructions. A STOP legend will be painted on the alley prior to the sidewalk.

SUBJECT: Ms. Espinoza public comment regarding alley at Buena Vista

LOCATION 2



Observations

LOCATION 1



ALLEY, LOOKING TO BUENA VISTA

LOCATION 3



ALLEY, LOOKING FROM BRIGHTON



**City of Burbank
Park, Recreation and
Community Services Department**

Memorandum

Date: July 22, 2014

To: Mark Scott, City Manager

From: Judie Wilke, Parks, Recreation and Community Services Director

A handwritten signature in blue ink that reads "Judie Wilke".

Subject: IZAY PARK AND VERDUGO AQUATIC FACILITY CONCESSION STANDS

The McCambridge and Verdugo Pool concession stands have been operated by Aquatics staff and Crest Workers, selling very limited pre-packaged snacks and drinks. All revenue generated from these sales is deposited into the General Fund. On the contrary, the concession stand located at Izay Park was rarely being used primarily because of the lack of staffing resources to operate and due to its challenging design and lack of visibility in the park.

Since 2005, PRCS has received a few inquiries from potential vendors expressing interest in operating the concession stand, and limited use of the facility over the years by John Burroughs High School (JBHS) during their game with Burbank High School (BHS). This past year both JBHS and BHS softball team booster clubs used the facility during the fall City of Burbank ASA Softball season to sell food and beverages. The City did not receive any revenues or rent for these uses.

After the first summer season of the new Verdugo Aquatic Facility, staff considered the benefits of contracting with a vendor to operate the concession stands at Verdugo and McCambridge Pools. It was staff's opinion that a successful operator would provide greater food and beverage options and offer food packages for birthday parties. In January 2014, the Sports Office received an inquiry from a local restaurant owner and Burbank resident, about operating the concession stand at Izay Park. After a meeting with Sports and Facility Operations staff, Mr. Rios was also given a tour of the aquatic facility concession stands. Following this meeting, Mr. Rios expressed interest in operating all three concession stands and submitted a proposal.

Since there was no way to measure how successful a contractor would be operating the concession stands, it was decided that a six-month trial period program would be implemented to gauge the popularity and use from program participants. To operate the concession stand, the City would need to execute a Concession Agreement with the operator. The operator would need to provide a City Business License, Insurance, and Vendor Registration.

As a successful restaurant owner in Burbank, Mr. Rios already had a City of Burbank Business License, ServSafe Food Handling Certification, and California Food Handling Certificate; as well as the required insurance. Therefore, for ease of implementing a trial program, staff executed a Concession Agreement with Mr. Rios for six-months to operate the concession stands at Verdugo and Izay. The concession stand at McCambridge Pool required too many additional improvements to provide adequate security, storage and meet health and safety standards; consequently this facility was not included in the trial program.

Agreement Terms

The Concession Agreement was executed on June 11, 2014; and concludes December 14. The City receives 10% of the gross receipts from sales. The Concessionaire also provides food meal packages (i.e. hot dog, chips, beverage) for the "Go Party" Birthday package program and special events held at the Verdugo Aquatic Facility.

Mr. Rios operates the concession stand at Verdugo seven days a week and is only obligated to operate on weekends at Izay from June 11-December 14, 2014. The concessionaire also agreed to share operations with the JBHS and BHS girls' softball programs. JBHS and BHS will operate the concession stand on Saturdays during the City of Burbank ASA Softball season, which begins September 6th and ends November 29th. A separate Concession Agreement will be executed with each high school booster club's for the use of the facility.



CITY OF BURBANK
OFFICE OF THE CITY MANAGER
(818) 238-5800
FAX (818) 238-5804

DATE: August 1, 2014
TO: Honorable Mayor and City Council
FROM: Mark Scott, City Manager *MS*
**SUBJECT: SCHOOL FACILITIES OVERSIGHT COMMITTEE MINUTES OF
JULY 9, 2014**

The City Council asked that the School District provide Oversight Committee minutes following each meeting. I believe these have been transmitted by email, but I will also place copies in the Weekly Management Report as we receive them.

BURBANK UNIFIED SCHOOL DISTRICT

SCHOOL FACILITIES OVERSIGHT COMMITTEE

Minutes of Meeting Held on
July 9, 2014

1. CALL TO ORDER

The meeting of the School Facilities Oversight Committee was called to order by Chairman Jackson at 7:35 a.m., in the Board Room of the District Administrative Office. Members present were: Armond Aghakhanian, Walter Brennan, Jr., David Carletta, Kevin Harrop, Vahe Hovanesian, Greg Jackson, Debbie Kukta, and Barbara Miller. Michael Moynahan was absent.

Board Member Larry Applebaum, Superintendent Jan Britz, Assistant Superintendent David Jaynes, Director of Information Technology and Educational Support Charles Poovakan, Director of Facilities Craig Bell and Project Consultant Kurt Hauffe also attended.

2. APPROVAL OF MINUTES OF JUNE 11, 2014

It was moved by Ms. Kukta and was seconded by Dr. Carletta that the minutes of June 11, 2014 be approved as written. Motion carried unanimously 6-0.

3. REQUEST TO ADDRESS THE COMMITTEE

There were no requests to address the Committee.

4. UPDATE OF COMMITTEE MEMBER SITE VISITS – Mr. Brennan reported he had previously visited Jordan School, met with the principal and found no odors. The visit was on a warm day with the air conditioning in use. The school principal has noticed an odor intermittently. Staff has visited at different times and has not noticed an odor.

Mr. Harrop arrived at 7:37 a.m.

Staff is working with the California School Employee Association and outside consultants to determine the source of the odor. Independent companies were brought in last week and reports and recommendations will be coming. As part of the original scope of work, new air conditioners will be installed and the duct work will be cleaned. Prices are being gathered for replacing the insulation and ceiling tiles.

Mr. Hovanesian arrived at 7:40 a.m.

The source of the lingering order has not been determined. The materials and installation process have been reviewed by an independent company and all results came back acceptable. All test results are available for review.

5. STATUS OF RESPONSE TO PREVIOUS QUESTIONS – The update of the Muir Project 0015, including the original HVAC budget and the escalation of the scope and costs was tabled for the next meeting.

EXHIBIT A

School Facilities Oversight Committee
Minutes of July 9, 2014

6. TECHNOLOGY UPDATE – Mr. Poovakan reported that Monterey, Bret Harte and Emerson Schools currently have the technology infrastructure upgrade in progress. This cabling upgrade should be completed before school starts. PC Refresh will occur this summer with 538 computers purchased for replacement of all teacher computers at all elementary and high schools. Two temporary employees have been hired to help. All elementary and high school teachers should have new computers in time for the start of school. Curriculum is being developed for teacher professional development. The new HP computers come with a standard three-year warranty. Staff is working to determine what maintenance support/staff will be needed and will be presenting a proposal to the Board of Education. The current plan is to refresh the computers every five years. Concern of Windows 8 and prior years was discussed. Volume licensing is purchased annually which includes upgrade/downgrade rights, Windows, Office, and anti-virus.
7. REVIEW OF INFORMATION AND BOND PROJECT STATUS REPORTS –
RECENT BOARD APPROVED BOND PROJECTS – Mr. Bell detailed Exhibit B, Bond projects approved by the Board of Education at the June 5, 2014 meeting which includes lower playground asphalt at Jefferson School, change order #2 for architectural services for installation of HVAC at Luther School and change order #2 for architectural services for installation of HVAC at Muir School.
8. REVIEW OF BUDGET STATUS – At this time, it is preliminary to determine if the first issuance will be spent within three years. Division of State Architect (DSA) factors and the priority of the projects may change. Staff is working to submit projects well in advance to anticipate DSA delays. Mr. Jaynes reported the District would have to pay arbitrage if more interest is earned than the interest being paid on the Bond. This will not be an issue for the first issuance.

The architectural contracts for the installation of safety railings at Burbank High School are being presented to the Board of Education on July 17, 2014. AccountAbility reports of Bond totals by site are being finalized and will be made available soon. Mr. Jaynes reported that the new playground surfaces were found to be very hard and a playground inspector was brought in to perform impact tests. The surface did not pass. A meeting was held with the turf vendor, and at the vendor's cost, the surface will be removed, underlying materials will be removed and the turf will be reinstalled with padding. Bond funds will cover the approximately \$60,000 cost of padding that will be installed under the turf with the labor covered by the vendor. This work will be accomplished before school starts for the new playgrounds currently installed at Edison, McKinley, Disney, Providencia and Washington Schools.
9. SUMMARY OF PROPOSITION 39 BOND AUDIT – This item was tabled.
10. REVIEW OF COMMITTEE BYLAWS – Discussion involved concern that the District's attorneys are not in favor of some of the requested bylaw changes concerning the expansion of the responsibilities of the Committee to include the review of contracts and bids. Mr. Aghakhanian moved and Mr. Brennan seconded that the bylaw subcommittee reconvene to review the draft bylaws. Motion carried 8-0. After review by the subcommittee, the draft bylaws will be brought back to the Committee for the August 13, 2014 meeting.
11. COMMITTEE COMMENTS – Mr. Hovanessian expressed his concern that attendance at Committee meetings is low. Succession planning is needed to increase participation. Discussion followed which included increasing ad hoc committee members, contacting the PTA and community groups to encourage people to get involved, raising maximum

School Facilities Oversight Committee
Minutes of July 9, 2014

numbers of alternate members, attendance is difficult in the summer, advertising in the newspaper, and Committee going dark in December and/or a summer month.

Mr. Jaynes reported the contract for the Bond Implementation Plan will be presented to the Board of Education on July 17, 2014. Cost of the plan is \$150,000.00. The firm of LPA, Inc. will look at the Bond, look at what programs are in place, what is the District's plan for the Bond, when does the District actually get the cash and when can projects be done. This firm will also look at construction and escalation costs. Discussion followed which included: Implementation Plan is a one-time cost funded by the Bond, concern as this expense was not anticipated, fear of not delivering what was promised to the community, playgrounds are under budget and should still be under budget with the addition of the padding which should have been installed originally, Committee request for a plan from the beginning, Bond funds being spent little by little and should a project management team have been hired from the start, the prior Bond had more staff working at a higher cost, this level of construction is not a learning process, staff needs to know what they are doing, unacceptable to make any more errors, something has gone wrong on most projects since June with higher costs, the appearance that no one is in charge, support for the Implementation Plan, and negotiating lower architecture fees.

Mr. Jaynes reported that when additional items/projects are added, the Implementation Plan will reflect what will drop off and will also reflect escalation costs. The State has not come forward as yet with a matching program and is looking at a possible State Bond. The District has been unsuccessful in getting their Prop 39 energy efficiency funds for HVAC replacement. Staff is looking to see if LED lighting might qualify for the \$680,000 available this year. The District does not have a staff member strictly dedicated to looking for available funding. Staff is working with Burbank Water and Power, a Prop 39 consultant, and an E-Rate consultant all trying to maximize funds.

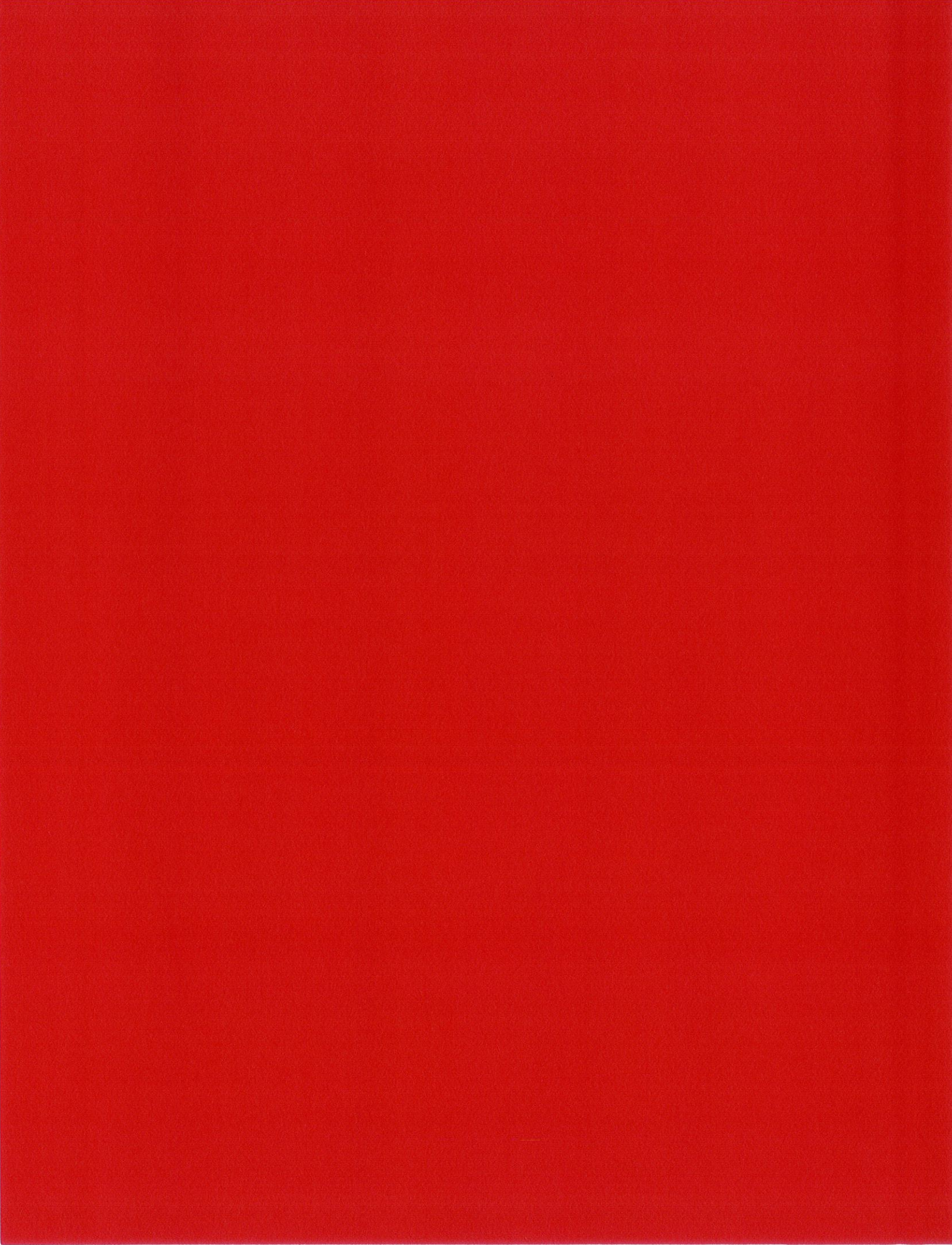
12. EX-OFFICIO COMMENTS – Mr. Applebaum reported that the first reading of the District Standards would be presented to the Board of Education on July 17, 2014 and requested the Standards be posted on the District website. Mr. Jaynes commented that the standards will protect the District and will not allow equivalent products to be used. Although this may eliminate some competition, maintenance costs will be improved. Ms. Marsha Ramos commented that she maintains a Facebook page to help get the word out regarding Bond activity.

13. NEXT MEETING

The next meeting will be held Wednesday, August 13, 2014, 7:00 p.m., in the Board Room of the District Office. Requested agenda items: Report of the Charter School (to include how it will affect the Bond overall), and Review of Committee Bylaws.

14. ADJOURNMENT

Chairman Jackson adjourned the meeting at 9:21 a.m.



memorandum

DATE: July 25, 2014

TO: Mark Scott, City Manager

FROM: Joy R. Forbes, Community Development Director 

SUBJECT: SUCCESSOR AGENCY OVERSIGHT BOARD – July 24, 2014

- The Oversight Board adopted a resolution approving the issuance and sale of tax allocation refunding bonds of the Successor Agency to the Redevelopment Agency. This bond refunding (which is expected to save taxing entities a combined \$10.5 million) was approved by the City Council acting as the Successor Agency Board on July 15, 2014.
- As prescribed by the laws governing the unwind process of the Redevelopment Agency, the Oversight Board approved the refunding as well. All related documents will be forwarded to the State Department of Finance for review and approval.

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 07-21-2015 BY 60322

TRAFFIC COMMISSION

JULY 24, 2014

SYNOPSSES OF ITEMS ARE IN BOXES BELOW

Members Present:

David Carletta, Vanessa Rachal, Kevin Harrop, Rebecca Granite-Johnson, Joe Terranova, Brian Malone.

Members Absent:

Robin Gemmill, Paul McKenna, Linda Barnes.

III. ORAL COMMUNICATIONS:

- A. Public Input – Item 5A (Taxi Allocation). United Taxi representatives Ben Mironer, Vic Kakosian, and Andrey Primushko spoke in favor of allocating 5 more permits to United Taxi of the Southwest, Inc. G&S Transit representatives John Gantus, Victor Caballero, and Jano Baghdanian spoke against allocating 5 additional taxi permits to United Taxi of the Southwest, Inc. Item 6C Ralph Herman spoke in favor of the IKEA Way request and suggested that the name change should be extended to Verdugo Avenue. He also spoke about the left turn signal on Riverside Drive at Buena Vista Street. Item 6D Wilbur Nelson spoke in favor of a four way stop at Winona Avenue and Lincoln Street.
- B. Commission Members – Chairman Granite-Johnson requested that staff investigate the traffic signal timing at Glenoaks Blvd. and Andover St. Commissioner Carletta asked to have a future agenda item on the operation of countdown pedestrian signals.
- C. Staff Communications – Staff listed items that may be of interest to the Commission. Commission members requested that the status of Victory Place construction and the status of the FotoKem traffic signal be added to the list.

IV. APPROVAL OF MINUTES:

Motion to approve minutes made by Brian Malone and seconded by Joe Terranova. Motion approved by Malone, Terranova, Granite-Johnson, Rachal, and Harrop. Carletta abstained.

V. PUBLIC HEARING:

A. Public Hearing on Reallocation of Taxi Operating Permits

Joe McDougall, City Attorney's office, summarized the taxi appeals and the rationale for returning to the Traffic Commission for reconsideration. The United Taxi of the Southwest decision was based on a policy issue, and United Taxi was not formally noticed for the Appeals Panel hearing. To be fair, the appeal of the Appeals Panel decision was returned to the Traffic Commission.

United Taxi - Proponents of United Taxi of the Southwest provided evidence that they needed an additional 5 taxi permits, included that calls to United Taxi have increased and they need additional vehicles to fulfill accessibility needs. United Taxi appealed the Commission decision on the total number of taxi permits not to impact G&S Transit operations. United Taxi wants to be more competitive.

G&S Transit – Reference made to BMC 7.2.105, Appeals Panel was not appealed, so Traffic Commission does not have authority to increase permit allocation. Data show that taxi operations are static, so no need for additional permits. Transportation Networking Companies (TNC's) have significant impact on operations and passenger count.

A. Public Hearing Continued.

The Traffic Commission elected to vote first on the total number of permits, then on the allocation. Discussion included role of competition in decision, history of permits, and that permits are not a vested right.

Motion – Malone moved and Terranova seconded motion to maintain 130 total permits.

Motion passed with Carletta and Harrop voting no.

The Traffic Commission discussed the allocation of permits but the consensus was to retain the current allocation (50 to G&S Transit and 20 to United Taxi). No motion was made on the reallocation.

VI REPORTS:

A. Subcommittee Reports:

Traffic Controls near Schools Subcommittee

Subcommittee plans to meet this month. No activity.

Staff Reports:

B. Transportation Networking Companies (TNC's such as Uber, Lyft and Sidecar)

Traffic Commission discussed TNC's in conjunction with the taxi permit allocation. A discussion ensued with Joe McDougall providing legal information that the Public Utilities Commission (PUC) regulates the TNC's and the cities have no authority to regulate. Taxi company representatives participated in the discussion, including insurance implications, PUC enforcement capability, and discussion at State level on additional regulations. The Commission requested staff to prepare a letter to the City Manager for transmittal to Council expressing the Commission's concern about the TNC's.

C. Request by IKEA for street name change

IKEA requested to name the new portion of First Street between Santa Anita Avenue and Providencia Avenue IKEA Way. Information on the request was presented by Francis Park (Park & Velayos LLP) and Ralph Herman. Mr. Herman suggested the name change be extended to Angeleno Street, to take advantage of Caltrans signage on the freeway to minimize usage of the Alameda / San Fernando intersection.

Motion – Harrop moved and Terranova seconded to approve the name change to IKEA Way. The motion passed unanimously.

D. Traffic Controls near Roosevelt and Washington Schools

Staff summarized information about the traffic demand and pedestrian activity at both schools. Since the activity does not meet minimum criteria established in the Manual of Uniform Traffic Control Devices (MUTCD), staff recommended denial of the requests. The Commission discussed the pros and cons of four way stop controls.

Motion – Malone moved and Carletta seconded a motion to recommend four way stops at Winona Avenue and Lincoln Street (Washington School). The vote was 5 to 1 with Terranova voting no.

Motion – Carletta moved and Harrop seconded a motion to install three way stop controls at Clark avenue and Cordova Street (Roosevelt School). The motion passed 4 to 2 with Terranova and Rachal voting no.

E. Accidents at Verdugo Avenue and Toluca Park Drive

This item was postponed until the August meeting.

F. Proposed Changes to the BMC for Electric Vehicle Charging Stations

This item was postponed until the August meeting.

VII. REVIEW OF FUTURE AGENDA ITEMS:

The next meeting is scheduled for August 28, 2014.

The Traffic Commission approved two additional items for the August 28 meeting:

1) An Uncontrolled Crosswalk on Magnolia Boulevard at Lima Street, and 2) A Letter to the City Manager on TNC regulations. Additionally, two public hearings are scheduled relative to changes in restricted parking zones on Brighton Street and on Evergreen Street.

VII.

VIII. ADJOURNMENT:

The meeting was adjourned at 7:16 p.m.

CITY OF BURBANK
PARK, RECREATION AND COMMUNITY SERVICES
ANNOTATED AGENDA/MEETING SUMMARY

Meeting: Special Park, Recreation & Community Services **Date:** Thursday, July 24, 2014 **Time:** 1:00 p.m.

Board – Potential Dog Park Sites Tour

Staff Present: Judie Wilke, Director; Marisa Garcia, Assistant Director; Grace Coronado, Administrative Analyst II; Kristen Smith, Recreation Services Manager; Glen Williams, Landscape and Forestry Services Superintendent; Gwen Indermill, Recreation Services Manager
Board Members Present: Jon Barta, Mickey DePalo, Barry Gussow, Terre Hirsch, and Armond Aghakhanian (arrived at 2:00 p.m.)
Council Members Present: Council Member Talamantes

| Item Discussed | | Summary | Direction or Action, if any |
|----------------|---------------------------------|--|-----------------------------|
| 1 | Oral Communications | Appearing to Oral Communications were: LaVerne Thomas, Tracy Kisch, Mark Josephson, Justin Cener, and Richard Good. | N/A |
| 2 | Response to Oral Communications | Board Member Hirsch stated that he proposed the lower Starlight Bowl parking lot located on the corner of Walnut Street and Lockheed Drive. Board Member DePalo stated that the residential area in close proximity to the potential Whitnall Highway Easement South could potentially incur a decrease in property values with the development of a dog park. Judie Wilke stated that the development of a dog park project has been explored for many years. Ms. Wilke also mentioned that every site has its challenges. However, the Board will consider the site with the least challenges and impact to the community. | N/A |
| 3 | Written Communications | Chair Gussow mentioned that the Board was provided with written communications. | N/A |

CITY OF BURBANK
PARK, RECREATION AND COMMUNITY SERVICES
ANNOTATED AGENDA/MEETING SUMMARY

| | | | |
|---|--------------------------------------|--|-----|
| 4 | Park Infrastructure Tour | <p>The Board toured the following sites</p> <ul style="list-style-type: none"> • Starlight Bowl (Employee Parking Lot – Last parking lot on the left side and near the driveway leading up to the Starlight Bowl) • Whitnall Highway Easement South (On the corner of Verdugo Avenue and Avon Street) • Johnny Carson Park South (South side of the 134 and north/south of Riverside Drive) | N/A |
| 5 | Second Period of Oral Communications | Appearing to the second period of Oral Communications were the following: LaVerne Thomas, Justin Lener, Richard Good, and Randy Kubler. | N/A |
| 6 | Additional Comments from the Board | N/A | N/A |
| 7 | Introductions of New Agenda Items | N/A | N/A |
| 8 | Adjournment | The meeting was adjourned at 2:53 p.m. | N/A |

CITY OF BURBANK

**PARK, RECREATION AND COMMUNITY SERVICES
ANNOTATED AGENDA/MEETING SUMMARY**

Meeting: *Art in Public Places*

Date: *7-17-14*

Members Present: Karen Bradfield, Robert Brody, Gordon Haines, Kimberly Jo, and Dink O'Neal

Members Absent: Carole Kubusak, Terre Hirsch

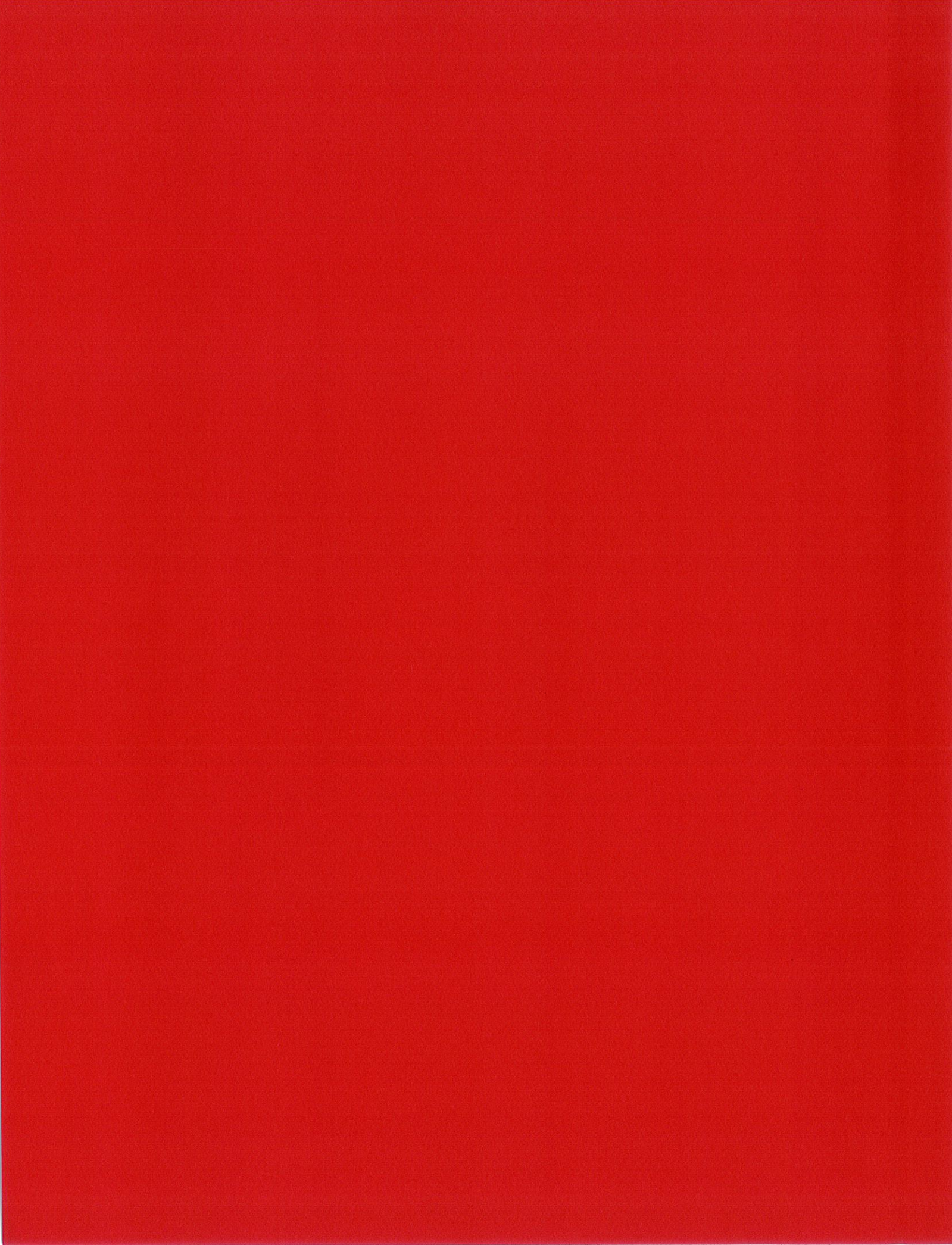
Staff Present: Marisa Garcia, Judie Wilke, Mary Riley, Grace Coronado

Council/Board Liaisons Present: *Planning Board Liaison/Member Kimberly Jo*

| Item Discussed | | Summary | Direction or Action, if any |
|----------------|--|--|---|
| 1 | ESTABLISHING GUIDELINES FOR THE ALTERATION OR RELOCATION OF PUBLIC ARTWORK | Marisa Garcia was to provide the Committee with a staff report and recommend the Committee establish guidelines for the alteration or relocation of public artwork. Mary Riley was to provide the Committee further content and direction to assist the Committee. | This agenda item was tabled for a future meeting. |
| 2 | REPLACEMENT OF PUBLIC ARTWORK INSTALLATION AT 250 NORTH FIRST STREET – AMC WALKWAY | Marisa Garcia recommended the Committee approve GPI Burbank Collection, LLC's request to remove and replace one of three existing public art installations (fountain) at the AMC Walkway and consider the replacement public art installations as proposed. The developer, represented by TR Gregory and consultant Jack O'Neil provided the Committee with material of the replacement art for consideration. | The Committee approved the removal of the existing art installation (fountain) and the proposed replacement fountain. Additionally, the Committee approved the mural on the first floor of the garage as a second art installation. They did not approve the improvements to the elevator lobbies as replacement art installations; however they did encourage the developer to make such improvements. |
| 3 | DISCUSS AND ESTALISH A MEETING SCHEDULE | Marisa Garcia recommended the Committee discuss and re-evaluate the existing meeting schedule of Thursdays at 6:00 pm due to recent changes in committee members. | The Committee preferred to keep their meetings on Thursdays, with Wednesday being a back-up. They also wished to continue meeting at 6pm. |

CITY OF BURBANK
PARK, RECREATION AND COMMUNITY SERVICES
ANNOTATED AGENDA/MEETING SUMMARY

| | | | |
|---|--|--|--|
| 4 | PROPOSAL FOR PRIVATE/PUBLIC ART INSTALLATION | Robert Rondinella presented his proposal to partner with the City to fund a public art project. | The Committee supported the spirit of the proposal and requested Mr. Rondinella keep the Committee apprised of the progress via staff. |
| 5 | SCULPTURE GARDEN | Marisa Garcia provided the Committee with an update on the next meeting with Council Member(s) to discuss the proposed sculpture garden and tour Abraham Lincoln Park. | The Committee noted and filed the report. |
| 6 | FUNCTIONAL ART | Marisa Garcia was to provide the Committee with an update on functional art installations throughout the City with the recent budget adoption. | This agenda item was tabled for a future meeting. |





**CITY OF BURBANK
LIBRARY SERVICES DEPARTMENT
MEMORANDUM**

DATE: July 30, 2014

TO: Mark Scott, City Manager

FROM: Sharon Cohen, Library Services Director

SUBJECT: Weekly Library Report

Another successful Summer Reading Club has come to a close for 2014. Our Read to Me programs brought 3,933 pre-schoolers and their families into the library, fostering a sense of community and love of the library for the youngest of our patrons. Without the very generous funding from the Friends of the Burbank Public Library, none of this would be possible.


| 2014 SUMMER READING CLUB -- WEEKLY STATISTICS: | | | | | | | | | | | | | | | | | | | | | |
|--|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|-------------|-----|-----|
| No. Registered: | Week 1 | | | Week 2 | | | Week 3 | | | Week 4 | | | Week 5 | | | Week 6 | | | Grand Total | | |
| | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW |
| Session #1 | 147 | 240 | 71 | 169 | 256 | 76 | 179 | 270 | 76 | 182 | 282 | 75 | 187 | 288 | 79 | 188 | 288 | 80 | 188 | 289 | 80 |
| Session #2 | 136 | 248 | 111 | 147 | 270 | 127 | 152 | 279 | 135 | 162 | 288 | 142 | 162 | 294 | 150 | 162 | 294 | 149 | 162 | 295 | 149 |
| Total Registered: | 283 | 488 | 182 | 316 | 526 | 203 | 331 | 549 | 211 | 344 | 570 | 217 | 350 | 582 | 229 | 350 | 582 | 229 | 350 | 584 | 229 |
| Week's total: | 953 | | | 1045 | | | 1091 | | | 1131 | | | 1160 | | | 1161 | | | 1161 | | |

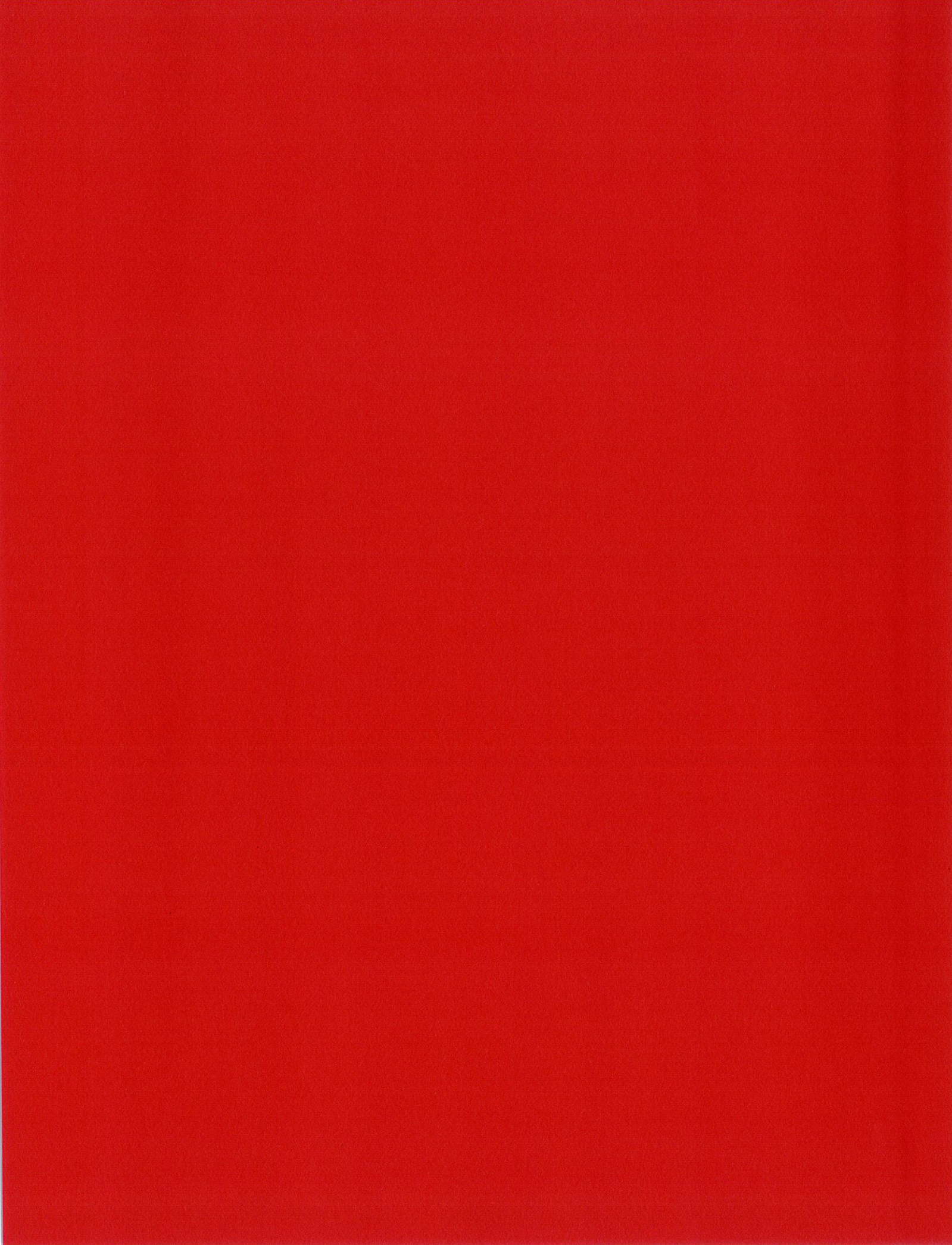
| ATTENDANCE | Week 1 | | | Week 2 | | | Week 3 | | | Week 4 | | | Week 5 | | | Week 6 | | | Grand Total | | |
|-------------------|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|-------------|------|------|
| | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW |
| Session #1 | 165 | 292 | 147 | 132 | 256 | 128 | 152 | 195 | 126 | 134 | 209 | 126 | 152 | 179 | 125 | 199 | 178 | 231 | 934 | 1310 | 883 |
| Session #2 | 173 | 295 | 223 | 172 | 278 | 211 | 163 | 219 | 211 | 163 | 254 | 178 | 166 | 242 | 148 | 180 | 293 | 198 | 1017 | 1581 | 1169 |
| Total Attendance: | 338 | 587 | 370 | 304 | 534 | 339 | 315 | 414 | 337 | 297 | 463 | 304 | 318 | 421 | 273 | 379 | 471 | 429 | 1951 | 2891 | 2052 |
| Week's total: | 1295 | | | 1177 | | | 1066 | | | 1064 | | | 1012 | | | 1279 | | | 6893 | | |

| READ-TO-ME -- WEEKLY STATISTICS | | | | | | | | | | | | | | | | | | | | | |
|---------------------------------|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----|-----|-------------|------|-----|
| | Week 1 | | | Week 2 | | | Week 3 | | | Week 4 | | | Week 5 | | | Week 6 | | | Grand Total | | |
| | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW | C | BV | NW |
| No. Registered: | 146 | 289 | 123 | 158 | 311 | 149 | 165 | 328 | 155 | 169 | 348 | 158 | 173 | 371 | 167 | 174 | 372 | 167 | 174 | 371 | 167 |
| Attendance: | 159 | 351 | 168 | 167 | 355 | 208 | 107 | 291 | 213 | 179 | 511 | 224 | 97 | 328 | 214 | 63 | 354 | 181 | 772 | 2177 | 984 |
| Week's total: | 678 | | | 730 | | | 611 | | | 914 | | | 639 | | | 598 | | | 4170 | | |

The Burbank Public Library is hosting a Feed the Factionless “food-raiser” for the Burbank Temporary Aid Center during the **Divergent** screenings at the Buena Vista Library on August 15th (teens only) and August 16th (open to all). Participants are encouraged to donate one non-perishable food item from a list of items provided by BTAC.

Trivia Challenge is coming up on September 4, 2014. This annual fundraiser benefits Literacy Services at the Burbank Public Library. Three member teams comprised of local non-profit groups, City Departments, multiple Studios, local businesses, etc. take part in the Trivia Challenge hosted by Jack O’Neill. Tickets, team spots and sponsorship opportunities are still available.

| | |
|---|--|
| <small>The Friends of the Burbank Public Library present</small> | |
| Trivia Challenge 2014 <i>A Benefit For Burbank Public Library Literacy Services</i> | |
|  | Thursday September 4, 2014 Ritz Banquet Hall St. Leon's Cathedral Burbank |
| 6:00 p.m. Silent Auction • Light Buffet • No Host Bar • Door Prizes | |
| 6:30 p.m. Trivia Challenge \$25.00 per person (\$30.00 at the door) | |
| FOR TICKET OR TEAM INFORMATION PLEASE CALL 818-238-5577 | |



Important Updates for the Burbank City Council

August 1, 2014

BPD Heads Multi-Agency Crime Suppression Operation



On Thursday, July 17, 2014, the second multi-agency crime suppression operation, Operation Blue Knights II was set into motion. Assisting the Burbank Police Department were personnel from the Los Angeles Police Department (LAPD), the California Department of Corrections and Rehabilitation (CDCR) and the Los Angeles County Probation Department. Additional support was provided by members of the San Gabriel Valley AB 109 Task Force (Tri-cities Team), whose members included personnel from the Glendale, San Fernando and Burbank Police Departments as well as the Los Angeles County Probation Department. Aimed at reducing property crimes in the southwest area of Burbank, Operation Blue

Knights II proved to be a greater success than the first effort in May. There were 21 felony arrests of suspects on charges that included narcotics violations, identity theft, violation of restraining orders, and flash incarcerations of individuals who had been released from custody under the Post-Release Community Supervision program. In addition another four individuals were cited for misdemeanor violations of the law.

Incheon Students Visit Burbank

The 13-member delegation from Burbank's Sister City of Incheon, South Korea arrived in Burbank on Tuesday, July 22, 2014. In addition to attending the Council Meeting that evening, the Sister City Committee scheduled a full two weeks of programming and cultural learning experiences including trips to UCLA, the Getty Museum, Disneyland, Reagan Library, Santa Monica Beach, and a Dodgers game just in time to watch their very own Incheon hometown hero, Hyun-Jin Ryu pitch for the Boys in Blue. The delegation will return home on Monday, August 4, 2014.



Verdugo Avenue Bicycle Lane Extension Status Update

In the May 9, 2014 edition of City Notes, Public Works reported that Burbank was waiting for authorization to proceed with bidding for two Highway Safety Improvement Program projects on Verdugo Avenue that have been combined into a single City project. One project is the improvement of the two traffic signals at John Burroughs High School, and the second project is the extension of existing bike lanes for the full length of Verdugo Avenue. All state and federal approvals have been received and the project is in the bidding process. Once bids are received, Public Works will return to City Council for its consideration of awarding a construction contract as discussed at the November 5, 2013, Council meeting. If the contract is awarded, construction should begin in the fall.

Art Experience Camp



The Park, Recreation and Community Services Department completed its 8th and final week of Art Experience Summer Camp on August 1, 2014. Campers enjoyed a variety of visual and performing arts activities led by specialized art, dance, music, and theatre instructors through a rotating schedule of one hour daily workshops. Fridays at camp featured special events, with performances from a Polynesian dance troupe, a professional cartoonist, puppeteer, improvisational comedy group, and animal magician. This summer, a total of 480 children enrolled in Art Experience Summer Camp.

ONE Burbank's New Web Page Showcases Burbank's Businesses

The number of positive experiences with BWP's ONE Burbank fiber optic services continues to grow. In an effort to spread the word about their service, BWP showcases the businesses that use the service in the Currents newsletter. The public can now learn more about these companies on ONE Burbank's recently-redesigned web page. The site includes a spotlight on eleven businesses who utilize ONE Burbank's highly regarded fiber optic services in unique ways.

Flag Football Clinic



On Saturday, July 12, 2014, the Park, Recreation and Community Services Department hosted a free flag football clinic at John Burroughs High School's Memorial Field for children and teens between second and ninth grade, to teach basic fundamentals and develop skills. More than 70 young people participated in the obstacle course and various drills such as passing, flag pulling and blocking. The clinic concluded with a fun and exciting scrimmage to demonstrate what was learned.

BPD Attends 38th Annual NOBLE Conference

Members of the Burbank Police Department participated in the 38th annual national training conference of the National Organization of Black Law Enforcement Executives (NOBLE). NOBLE was one of the premiere organizations (together with International Association of Chiefs of Police (IACP); National Sheriffs' Association (NSA); and, the Police Executive Research Forum (PERF) which established the Commission on Accreditation for Law Enforcement Agencies (CALEA) in 1979. The Police Department is currently undergoing CALEA assessment and accreditation is anticipated in November 2015. NOBLE's mission is to ensure equity in the administration of justice in the provision of public service to all communities, and to serve as the conscience of law enforcement by being committed to justice by action. There were more than 1,000 law enforcement executives in attendance at the DeVos Place Conference Center in Grand Rapids, Michigan July 12-16, 2014. Burbank's delegation also participated in a "Memorial March" with law enforcement officials from across the country. Law enforcement executives together with the youth marched through the streets of Grand Rapids to honor this year's fallen law enforcement officers. The march is one of the events wrapping up the conference.

Burbank Animal Shelters' Mr. Hero



Meet "Hero" the wonder dog of the Burbank Animal Shelter. Hero's mission is to save all the animals at the Burbank Animal Shelter and to find them loving homes. Hero, who inflates to a formidable 10 feet, boasts a large customized dog tag and collar emblazoned with the words "Adopt Today". The Burbank Animal Shelter utilized donation funds to acquire Hero with the purpose of attracting attention to the Animal Shelter from passing traffic. Hero will also 'swoop in' to the various offsite community events hosted by the Animal Shelter. The public has quickly fallen in love with Hero as evidenced by their glowing comments to staff. Hero has been especially beneficial this summer during the Shelter's participation in the ASPCA Rachel Ray \$100K Challenge.

2014 Mentoring Program

The Management Services Department kicked-off the 2014 Mentoring Program with an orientation on July 10, 2014. The Mentoring Program is meant to help develop employees, encourage potential and future managers and leaders, and facilitate the implementation of City goals and strategies. The orientation included an opportunity for the 15 mentors and mentees to meet one another, learn about their roles, share their expectations for the year, and receive words of wisdom from City Manager, Mark Scott. Overall, the mentoring process promotes career planning and job enrichment while creating a new bond between mentors and mentees that can last well beyond the year-long program.